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DIRECTORY & CHRONICLE FOR 1908.

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日去初月四年四十三緒光

HUNGBUNG, TUESDAY, MAY 5TH. 1908.

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HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS. Hongkong, 30th April, 1908,

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All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra capies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Telegraphic Address: PRESS.

"Codes: A.B.C. 5th Ed. Lieber. P. O. Boz, 34. Telephone No. 12.

DEATH. On May 4th, at Kowloon Hotel at 12.80 p.m. JAMES WILLIAM OSBORNE aged 65 years. All members of St. 'chn's Lodge are requested to attend in full regulia. The funeral cortège will pass the Monument at 5.30 p.m. to-day, th

HONGKONG OFFICE: IOA, DES VŒOX ROAD C LONION OFFICE: 131. FLEET STREET. E.C.

HOVIRONA MAY 5TH, 1908

Some time ago, talking of the new Chinese military ambitions, and of sundry nervous "vellow peril" comments thereon, we quoted a conversation we had had with a high officer of His Imperial Japanese -Majesty's | Wattles, Miss Caralyn Leete, Mr and Mrs army, who had been giving us his reasons for believing that the modern military movement in Clina could not have adequate results for a long time to come. The chief reason had reference to the lack of morale, Shoemaker, Mr R. H. Moran, Mr Leon and the neglect of the reforms necessary to Coliver. inculcate and develop that essential motive of good soldiering. As a subject for debate the question has no possibilities, being worn | Chinese youth who had robbed his father's safe. threadbare, and the only excuse for again referring to it at present is that we have recently been coming across some very interesting confirmation of the fact that Chinese soldiers are still a long way from the conditions that alone can knit them into an effective army. To the disorderly behaviour of the modern troops at various places from the neighbourhood of Shanghai northwards we need not again refer, as such incidents are not uncommon and have been briefly noted in our news columns from time to time. But one illustration is too attract ive not to be added to any record of things Chinese. Writing to a contemporary an eyewitness tells-what he observed during a yoyage up the Canton river. Eight soldiers

travelled on the launch to protect it from robbers, but they threw aside their equipment and spent the whole day gambling. Not until they were reaching Canton, when it was no longer necessary, did soldiers arm themselves or show any signsof being prepared for emergencies. The foreigner was interested, and got into conversation-with-the-officer commanding the squad. He elicited the admission that this belated show of alertness was necessary now because they were at last liable to be overlooked by someone in authority. The "sergeant" appears to have confessed that their behaviour had not been soldierlike, but pleaded that military conscientiousness was difficult to keep up to standard for seven dollars per month, which was all the Emperor allowed each man. "Behold that private's trousers, supplied to him by the Emperor. They are full of holes, and he has been obliged to provide himself at his delay; own cost with an inner pair, to keep his legs warm. What can the Emperor expect, for seven dollars per month? Why even I "-and here we can sympathise with the feeling of injustice that must have shown itself through the words-"even I get only twelve dollars per month." Evidently His. Imperial Chinese Majesty needs a lot more

The English Mail of the 4th April was delivered in London on the 2nd inst.

Bervants of the YUAN SHIM-KAI breed.

The Board of Trade expects that the Shipping Commission's report will be ready by the end of this year.

Last week there were 39 plague cases, an in the 48 hours up to noon yesterday there were seven. The number at date is 140, with 128 fatal. Of smallpox there were 15 cases during the week, ten fatal.

The charge against the coolie who was arrested on suspicion of having caused the death of a houseboy at Mesers. Butterfield and Swire's on April 21st was withdrawn at the Magistracy yesterday and he was discharged.

A general court of the Governor and Company of the Bank of England was held last month in Threadneedle-street for the election of the Governor and Deputy-Governor, which resulted in Mr. William Middleton Campbell being re-elected as Governor and Mr. Reginald Eden Johnston as Deputy-Governor.

The return of visitors to the City Hall Library and Museum for the week ending the 3rd May, 1908, shows that of non-Chinese there were 385 to the Library and 186 to the Museum and of Chinese 152 to the former and 2,780 to the latter. The Library was therefore used by 537 persons and the Museum by 2,966.

The friends of Mr. J. W. Osborne in the Colony will regret to learn of his death which occurred at the Kowloon Hotel of which he had for many years been the proprietor. The funeral | fund, which will then stand at £1,525,000; to takes place this evening at Happy Valley, and members of the St. John's Lodge Freem sons, of which he was a member are invited to attend.

In the Canadian House of Commons on Apl: -8th Colonel-Hughes entered a\_strong\_protest\_ against the proposed exclusion of Indians under the Bill amending the Immigration Act. He said that he would rather have one Indian who fought for the Empire than a hundred Yankees who came across the border and immediately endeavoured to upset existing conditions of law and order.

Another gambling raid fatality took place on Saturday night. When the police visited 12 U Lok Lane, West Point, for the purpose of executing a gambling warrant somebody gave the alarm and the usual panic ensued. One man leaped from a window on the first floor to the street below and struck his head on a door step. His skull was fractured and he died shortly afterwards in the hospital,

The party of Collver tourists mentioned in our advertising columns, arrived—on Saturday by the Nipp in Maru and are busy doing in the town. They are personally conducted by Mr. Leon Collyer, President of the Company :- The party includes Hon, and Mr Gurdon, W. Charles K. Payne, Mr and Mrs E. M. Townes, Mrs Zac Smith, Mrs K. G. Hallack, Mrs W. S. Graham, Mr T. L. Newell, Mr D. E. Newell, Mrs Percy Roberts, Miss | Mary Maxwell, Mrs N. E. Miller, Mr Charles J.

Clever de entive work on the part of Detective Sergeant Watt led to the punishment of a On Sunday it was reported to the police that the master of the shop at 5 Connaught Road Central had discovered that his safe had been opened and \$210 stolen therefrom. The sergeant found the safe open but intact, but also noticed a stool beside it with a footprint on it. This had evidently been used by the thief to climb the partition. The fokis were brought into the room and it was found that the measurements of the footprint corresponded with the size of the shoe worn by the son of the accountant His room was searched and in his bag was found a brass key which fitted the lock of the safe. When charged with the theft he denied it and declared he had picked up the key in the street. However he was arrested and then he admitted that he had been spending a lot of money with ladies and that he had taken the money to pay his debts. Sentence of one month's imprison-

# years, and is expected to last five years longer,

is in progress in Des Moines, Iowa, It is a game of cribbage for a million points between Colonel J. C. Loper and Mile Ward on one side and Dr. W. N. Heaton and Samuel Neldig on the other. They are all prominent business men and cribbage enthusiasts. The game began seven years ago at the auggestion of Col Loper. The players have met either Monday or Baturday of each week. Up to date four series of I00,000 points each have been playedand the fifth is now under way.

The Waiwupu has sent an urgent telegram to the various Viceroys and Governors of provinces to investigate the peculiar conditions regarding the sale and tenure of land and house property within their respective, jurisdictions; and from them to arrange amongst themselves what they may consider the best way of regulating the sale and purchase of real estate between Christians and the non-Chinese inhabitants of the Empire. The regulations in question are to be sent up to Peking without

Mr. D. E. Brown, having retired from active service with the Canadian Pacific Railway Company, after a continuous service of twentyfive years, fourteen being devoted exclusively to the management of the Company's affairs in the Orient, and Mr. Henry C. Macaulay, for the last ten years engaged in mercantile business in Dawson, Kukon Territory, have established at 585, Granville Street Vancouver B.C., a General Rullway and Steamship Ticket Agency, and in conjunction with same will do a General Insurance Shipping and Commission business, under the name and style of D. E Brown & Co.

The Consul for Japan favours us with the following latest particulars of the loss of one Japanese training squadron, the Mats shima Only 4 metres of the funuel are seen above the water at full tide. According to investigations up to noon of May 2nd, 3 officers 24 midshipmen, 7 semi-officers and other crew numbering 205, were saved. The bodies of the Captain one officer, 27 midshipmen one semi-officer, and 39 crew were found, but those of 21 officers, 6 midshipmen, and 3 crew are still missing. Being prevented by the huge pile of pieces of the broken material, it is very difficult for divers to discover the bodies.

The accounts of the Chartered Bank of India Australia, and China for the year ended Dec. 31 last show a net profit, after providing for bad and doubtful debts, of £361,551, inclusive of £93,369 brought forward from the previous year. The interim dividend at the rate of 13 per cent per sunum puid in October last on the old shares absorbed £52,000, and a further sum of £18,000 has been appropriated to pay a bonus of 10 per cent on the salaries of the staff. The amount now available is, therefore, £291,551, out of which £17.068 has been appropriated in payment of interest on the new capital to Dec. 31, 1907, and the directors propose to pay final dividend on the old shares at the rate of 15 per cent per annum, making 14 per cent for the whole year; to add £50,000 to the reserve add £10,000 to the officers' superannuation fund; to write off premises\_amount £25,0 10; and to carry forward\_the balance of £1.29,483. The balance-sheet shows current accounts at £5,587,830; filed deposits, £6,70)901; bills payable, £1,743,119; cash in hand and at bankers, £2,761,781; Government and other securities, £1,468,987; bills discounted and loans, £8,631,730; and liability of oustomers for acceptances per contra, £1,226,683.

Manchester people are gratified at the announcement that the gradually diminishing rate levied by the corporation in respect of the Ship Canal will shortly disappear altogether, This means, of course, that this great and artaking, to whose rescue the Manchester Corporation so callently came, has so greatly improved its position that it will shortly be able to run alone again. It appears that Manchester now holds the fourteenth place among the principal ports of the country, having gone up one point in 1907. the other hand, it has moved from the eleventh to the twelfth position in respect of foreign trade, owing, it is stated, to the inclusion in the Plymouth returns of the vessels which call there to land or to embark passengers. regards coasting trade Manchester has risen from the thirty-fourth place in 1894 to the eighteenth position in 1907. Taken altogether the citizens of Manchester have reason to congratulate themselves upon the dogged determination which has carried the Ship Canal to its present position.

### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 4th at 11.30 a.m.—The barometer has. fallen quickly over central and Eastern Japan owing to the depression which is progressing Blowly northeas wards over Shikoku Pressure has decreased considerably over N. China where another depression is advancing

Esstwards. Pressure is relatively high over S. China. Light or moderate variable winds are indicated in the Formosa Chaunel, and moderate N.E. wind over the N. part of the China cea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at moon to-day is as follows:- N. or variable Hongkong & Neighbourhood \ winds,

South coast of China between Hongkong and Lamooks.

gouth coast of China between I Same as No. Hongkong and Hainan.

### A card game that has been going on for seven TELEGRAMS.

[" DAILY PRESS " EXCLUSIVE SERVICE]

INDIAN FRONTIER-WARFARE

London, May 4th.

Twenty thousand Afghans have crossed the frontier. They attacked a British post and were repulsed.

CONSPIRACY IN INDIA.

London, May 4th.

A conspiracy, which contemplated the use of bombs, has been discovered Numerous arrests have

OBITUARY.

LONDON, May 4th. Baron Pollimore is dead. The deceased baron was born in 1887. was an Alderman of Devon County Council.]

SHANGHAI SPRING MEETING.

Shanchai, May 4th.

The Spring Meeting opened to-day. in excellent weather. The turf was springy and the racing good. Results: The Subscription Griffin Plate, three quarters

Cloud ... (Mr Springfield) Gusier ... ... (Mr Burkiii) ... (Mr Moner) Kirghiz Time 1-32 1/5. Criterion Stakes, one mile : Brockton ... (Mr Johnstone) Kirkwood ... (Mr Schnorr) Gemini... ... Time 2.02 4/5. Griffin Plute, three quarters mile. ... (Mr Reid) Worden or ... (Mr Moiler) Sokol ... (Mr Hayes) Pearl ... Time 3.09 4/5. The cathay Cup, one mile and a half : Manchu King ... (Mr Johnstone) ... (Mr Vida) Moriak... ... (Мг Наусы) 🔭 БWацее...... Time 3 05 4/5. The Pou-ma-ting Cup, one mile: Sutlej ... ... (Mr Hayes)

Warmah Coalfield ... (Mr Crighton) Time 2-03 3/5. The Hart Legacy Cup, half a mile : ... (Mr Springfield) Defiance ... ... (Mr Johnstone) Cutawold

Time 583. The Jockey Cup, one mile: Successor ... (Mr Adler) Rivenshoe ... (Mr Sparke) ... (Mr Springfield) 3 Ausze ... Times 2-03 3/5.

The Kiangen Cup, one mile and three Bohemian Chief (Mr Hayes) Heathfield ... (Mr Crighton) Sagimarius ... (Mr Shnorr) Dead heat for second place. Time 3-47 4/5.

The Eclipse Stakes, one mile and a quarter: Best Friend ... (Mr. Reid) ... ... (Mr. Schnorr) 2 Bucephalus ... (Mr. Spark) 3 Frosty Morn Time 2.37 4/5.

The Chali Cup, one mile: ... (Mr Moller) Kirgbiz (Mr Little) Tweedledes (Mr Crighton)

REUTER'S SERVICE.

THE BRITISH ARMY.

LONDON, May 2nd. Mr. Haldane speaking in Leicester said: that recruiting for the new Territorial Army was most satisfactory, and that at least 30 per cent of the force was already in

The homeward bound German mail last night had on board a distinguished passenger in the person of Sir Robert Hart, the Inspector General of Customs, who is going to England on a holiday which is expected to end in his retiring from the position which he has filled so ably. The "Yorck" reached port about six o'clock and Captain Taylor, A.D.C. to H.E. the Governor, went on board as representing Sir Frederick Lugard with an offer of entertainment which Sir Robert declined on the score of ill-health, Mr. Parr, Commissioner of Chinese Customs in Hongkong, and Mr. T. E. Cocker, Deputy Commissioner, also called 1on Sir Robert Hart.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. Silesia left Shanghai on Saturday, the 2nd inst. p.m., and may be expected here to-day p.m. The P. & O. str. Candia left Singapore for this port on the 30th ult. at 6 a.m. The P. & O. str. Ceylon left Singapore for this port on the 2nd inst, at 4 p.m.

for this port on the 2nd inst., and may be expected here on or about the 10th in t. The M.M. str. Ernest Simons with the French Mail of the 12th ult. and Mails from London of the 11th ult. left Singspore on Monday, the 4th inst. at 4 p.m., and may be expected to arrive here on Monday morning, the 11th inst., and will leave for Shanghai and Japan on the same

The J.-C.-J. Liju str. Tikini left Macassar

The P.M. str. Mongolia will be due to arrive at this port, from San Francisco via Honolulu. Japan ports and Shanghai on the 12th inst. The Boston str. Kumeric arrived at Manila on the 3rd inst.

The C.P.R. str. Monteagle left Yokohama at 8.30 p.m. on Saturday, the 2nd inet. The Silk exM.M. str. Polynesien was delivered in Lyon on the let inst.

SUFREME COURT.

Monday, 4th May. IN ORIGINAL JURISDICTION.

BRFORE THE CHIEF JUSTICE (SIR F. Piggor),

A LIBEL ACTION. The Tso Tsui Wo Company, carrying of business at .107 Connaught Road Central, brought an action for \$10,000 against the proprietors printers and publishers of Chinese newspaper the Sai Kung Yik P., for alleged libel, the libel consisting of a statement appearing in an article published in the

Manils. Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, appeared for the plaintiffs; and Mr. M. Slade instructed by Mr. Steaven son, of Messrs Deacon, Looker and Deacon, appeared for defendants.

newspaper charging the plaintiffs with having

been associated with lawless characters in

The statement of claim stated that plaintiffs were merchants and carrying on business at No. 147. Connaught hoad Central, defendant was the proprietor, printer publisher of the newspaper known as the Sai Kung Yik Po. The plaintiffs had for many years carried on business in Hongkong and are well known as the Tso Tsui Wo foreign goods firm. On the 5th, 6th, 16th, 17th, 18th and 20th days respectively of February, 1907, the defendants falsely and maliciously printed and published in the said newspaper a certain libellous article in the Chinese language referring to the plaintiffs firm. The words trans lated into English mean and were understood by those who published them to mean "i

there are such things how can he seize the company's property as his own property; the Tso Yuen Hop are celebrated persons in the commercial circles of Manila; besides the branch shop Tani We Lenng they also have established in Hongkong the Tso Tsui foreign goods firm It cannot be said that they are rich persons and yet they have done such an act: It is not that owing to there being a great profit, their greedy mouth is watered for it as if it were watered for rain. It is not that they look atrong in their outward appearance but are dried up internally, and as they find i unable to pay out the aforesaid amount they have compelled to do such an act Recently we have seen their correspondence published in a Hoogkong paper giving false allegations regarding the matter and we therefore give, a little explanation here and make all our villagers and relations in the island know that between heaven and earth (i.e. the universe there are such unjust and lawless characters. The defendant alleged that Teo Hang Loung was a member of a firm in Monila known as the Tso Yuen Hop who had absconded and had in concert with certain persons described in the article as unjust and lawless characters defrauded a certain company in Manila, and that the Tso Yuen Hop had established a branch firm in Hongkeng known as the Tso Tsui We foreign goods shop, meaning that the plaintiffs had been associated in business with persons who were lawless characters.

The defendants replied that the article was sent to the newspaper by certain persons who had signed their names the etc, and defendants were ready to publish an apology Plaintiff had really suffered no loss nor injury and defendants had paid \$500 in Court as sufficient to meet any loss the plainliffs may have suffered.

Sir Henry argued that as the defendants had paid \$500 into Court the libel was admitted and it followed that plainliffs were entitled to damages. The only question for the court therefore was the quantum. Evidence was called in support of plaintiff's

THE MARINE INSURANC 3

olaim, and the case adjourned.

MARKET.

The London correspondent of the Times

writes on April 7th :---The answer of underwriters to the recenjudgment, popularly known as the "Araucania Judgment," of the House of Lords has not long been delayed. It takes the form of a new constructive total loss clause, which in effect consists of the following words added to the old:-"And nothing in respect of the damaged or break-up value of the vessel shall be taken into account." Thus underwriters by inserting these words in the Institute Hull Clauses maintain the principle nuder which constructive total loss was defined before the recenjudgment: they contend that that principle has been satisfactory to the general body of ship owners, and that a definition taking into accoun the "prudent uninsured owner" test would result in expensive litigation, costly to shipowners and underwriters slike. The decision was reached at a company and Lloyd's underwriters, held at the Institute of London Underwriters yesterday afternoon.

### NOTABLE CENTENARIAN.

At Skillington, a small village near Grantham, Mrs. Hannah Bursuall, a wonderful old lady, last month kept her 104th birthday. Born at Wymondham, Leicestershire, Mrs. Bursuall married at 23, enjoyed sixty years of wedded life, and had fourteen children. Altogether her descendants now number close on 10). Her faculties are astonishingly well preserved, and she has a most retentive memory. She recalls the fact that the clergyman of her native village was taken prisoner at the battle of Waterloo, and for two years Wymondham had no rector. She recollects the famous prize-

In the summer of 1975 Mrs. Bursuall was delighted with a twenty-two miles ride in a motorcar through the kindness of the then mayor. On that auspicious occasion she had tea with the mayoress at that lady's own house. This

fight at Thistleton Gap between Cribb and

Molyneaux. Her aunt, she boasts, was the

first person to make the famous Grantham

is a memory that is dearly cherished. "Needlework and knitting are favourite occunations of Mrs. Bursuall—and without the aid of glasses. She even takes digging exercise

in the ga den in the early morning. junier. One of her most valued possessions is feel that she, as well as the Colonies, desires to a letter received from the King on her 1010; entertain the feet.

### TIENTSIN. (FROM OUR CORRESPONDENT.)

TARU BAR.

April 22nd.

Sir Robert Bredon has just come forward to help the port of Tientsin out of a serious dif. fleulty. As all shipping people, in Southern as well as in North China, are aware, the Taku Bar has long been an impediment to the progress of Cienteln as the principal shipping pert in the North. The improvement of the Peiho Channel is equally necessary and pressing. For three years past the Haiho Conservancy Commissioners, the Tientain liongs, the British Municipal Consuls, and the leading shipping firms using the port-all of which latter have head offices or important branches in other ports also, have been discussing various schemes, engineering and financial, for the improvement of the Bar and river from the navigation point of view. But even in connection with this one matter the special interests of all these bodies are not identical. All may be said to be pro-Tientsin and pro-river-and-herbour improvement except the shipping companies amongst whom I include the Tug and Lighter Companies (Messrs. Butterfield and Swire being one of these and the Taku Tug and Lighter Co., another). These latter are not particularly concerned about the future of Tientsin as a port so long as they can land their cargoes and take freight aboard at Tangku or Chinwanglao. And so when called upon to pay their share of the cost of Bar and harbour and river improvement works they have some--times demurred, and always delayed and deferred the matter.

For two years past the Haiho Commissioners have had the services of Mr. T. Ferguson, now Commissioner of Native Customs in Tientein, Datchman and an amateur Engineer of unusual ability and orginality. Mr. Ferguson adapted for the purposes of bar improvement at the mouth of the river a raking appliance, the use of which, at comparatively small cost, added several inches to the depth of the channel across the Taku Bar. But this year opened without any funds being forth. coming to continue the work. The Haiha Conservancy Commissioners had two schemes of operations—one for a continuation of Mr. Ferguson's raking work in the New Channel, this being only temporary in character and effects; and the other a permanent scheme based on a report and recommendations by Mr. de Rijike, the engineer, of Shanghai, But the shipping companies, without positively objecting, dailied and delayed, and only last week consented to a scheme of temporary taxation for this year only to enable Mr. Ferguson's raking work to be carried on during the present summer and autumn. Even then there were certain formalities to be gone through which would have postponed till late in the year any practical work in the Bar channel, and when autumn came the channel might have silted up. Now, however, Sir Robert Bredon, Acting

I.G., I M.C., has come forward with a loan to the Haiho Conservancy-Commissioners, and this will enable work at the Bar to be commenced forthwith and will render the Commissioners independent, for this year at any rate, of the shipowners. Sir Robert's action has the strong approval both of the Chinese authorities here and of the Chinese Central Government in Peking. Corresponding: ly it has caused the action of the shipping interest to appear in a mo. e unfavourable light than ever. Future developments will be very interesting to watch.

THE LATE MR. F. O. SEATON. Hongkong and other South China readers will hear with regret of the death at his residence, " Shameen," Brighton Road, Purley, Surrey, on March 25, of Mr. Frederic Ongly Seaton, who was retired from the British Consular Service on account of a breakdown of health. He was British Vice-Consul at Macao from 1898 to 1906. He was 53 years of age, and was well and favourably known in Macao, Hongkong, and Cauton for at least twenty years prior to 19)6, when he returned to

England.— Mr. seaton was a son-in-law of Mr. and Mrs. C. J. Cole. Mr. Cole too was well known in Hongkong and Macao, as well as in Singapore and Penang; he was on the staff of the Eastern Extension Telegraph Company successively at Singapore, Penang, Rangcon, Malacca, Singapure again, Shanghai; and in charge as Number One at Macao, Labuan (British North Borneo) Penang again, Adelaide (S. Australia), Porth (W. Anstralia), and Penang again. He is now Number One in charge of the Tientsin office of the company. Mrs. Seaton spont the greater part of her life in the Far East, and there is some possibility that she may come out here instead of spinding her widowhood in England where she has comparatively few friends. HART HONOURED.

Sir Robert Hart had a magnificent send off from Peking. The Chinese Government sent 1, 00 troops as a guard of honour, this being equivalent to the guard of honour of a prince of the blood. All the Foreign Legations sent guards of honour, and there were several bands including Sir Robert Hart's own Band of which he is so naturally proud,

THE VOYAGE OF THE AMERICAN

INVITATION TO VISIT AN ENGLISH PORT. An invitation to the American fleet not only to avail itself of the facilities of British naval stations abroad but also to visit an English port has, it is understood, been received at Washington. That the first part of the invitation will be gratefully accepted is hardly doubtful, but pressure of time, it is feared, may render it impossible for the fleet to visit England. More than a week are the President said that after leaving Eastern waters the battl ships would be unable to make any stops except for cosling purposes. It is possible, of course, that he may change his mind, and the fact that the invitation, though transmitted some days ago. has not yet been officially published seems to dibdicate that it is receiving careful consideration Her health, indeed, is remarkably good, need and that the authorities desire, if possible, to the is as active as many people decades light lightow the Mother Country the set lefaction they

### CORRESPONDENCE.

THE BILL TO AMEND THE PUBL HEALTH AND BUILDING ORDINANCE.

TO THE EDITOR OF THE "DAILY PERSS."

SIR,-Mr. Osborne's speech in the Legislative Conneil on Thursday last will, I believe, commend itself to most thinking men in this Colony. He dealt with a thorny subject in a broad and statesmanlike spirit, and set an example which, I hope," will be followed in all future discussion on the Bill. It seems to me that if only people in their criticism on the Bill and on the higher officials responsible for the administration, and amendment of the Ordinance, would assume that all are trying to do their best for the sanitation and general welfare of the Colony, their criticism would carry more weight and raise less antagonism than much of the criticism bitherto directed against the amendments proposed by the Government.

I do not mean to suggest the approbation of the good intentions of the administrators of the law should blind us to their faults, but that appreciation of their intentions will render correction of faults easier and more certain.

In the general interests of the Colony a Building Ordinance imposing restrictions on owners of land is necessary, but a satisfactory Ordinance should be clear and definite, so that owners should be able to calculate with reaconable exactness what use they can make of their land. Building sites in the Colony vary between wide extremes in their desirability from a sanitary point of view. An area of 15ft. by 60ft. anywhere will accommodate a fair-sized Chinese house with all the restrictions as to roofed-over area at present in force, but the house built thereon will be more or less sanitary according to its position relative to neighbouring open spaces. It is obvious that a house built, say, facing a read on the sea front, or with a reasonably wide lane at the back, will be more sanitary than a similar house built facing a back street or with only a 6ft. scavenging lene at the back. But under the Bill the same main requirements are laid down for houses everywhere, and a power given to various authorities to grant exemption from the preacribed-requirements in meritorious cases. The powers of exemption are almost unlimited; but no principles are laid down to guide the exempting anthority—no regulations to guide an owner in estimating what use he can put land to in an exceptionally open locality in the event, say. of his desiring to replace old houses with new. The consequence is entire uncertainty in any given case as to what will be permitted and what will not, and uncertainty which under the present system cannot be ended until the owner has gone to the expense of having plans prepared and sent in to the Building Authority, and after many weeks' delay has succeeded in getting various exemptions granted.

It surely would not be an excessively difficult task to lay down certain general principles and to frame a sestutory scale of requirements in typical instances; e.g., for corner houses, for houses with lanes at the b: ck open at both ends, with lanes open at one end, with lanes exceeding a certain width, for houses in streets exceeding a certain width, for houses less than a certain depth. This could be done by by-laws with some few alterations of the Ordinance, and until this or something of the kind is done, so long will there be general dissatisfaction with the administration of the Ordinance. The unfettered discretion of any efficial or body of officials-however eminent applied to building problems necessarily leads to uncertainty, and it is largely uncertainty as to what will be many years ago. I am not aware of any instance permitted, or what will not, in the future that is atrangling building enterprise in this Colony.

The power of granting exemptions is conferred in most cases upon the Building Authority with. an ultimate appeal rgainst the exercise of his discretion to the Governor in Council. The principal objections to this scheme are that the personal element has undue weight, there is no guarantee of continuity of policy, there is no record of decisions kept in an available form for the guidance of owners, no principles are formulated in accordance with which applications will be refused or granted, and the procedure of the tribunal of appeal is unsatisfactory. These objections can be to a large extent modified or removed by amendments some of which have been suggested above and others indicated below, and if that is done, I believe the scheme as a whole will be the most workable that can be devised under the present

circumstances of the Colony. The Building Authority is probably the in-Colony most canable of giving an independent and unbiassed judgment upon the sort of questions with which he will be called upon under this scheme to decide. But he is an individual and human, does his work in private without having to formulate the reasons for his acte, as, for instance, a judge or a statesma n has, and is sometimes one individual and sometimes another. Consequently be will be influenced by personal predilections, and there is a grave risk of lack of continuity in policy. hence the necessity recognised in Bill and Ordinance of providing an appeal from his

The tribunal of appeals provided is the Governor in Council, which consists of H. E. the Governor and a number of official and unofficial members, among whom is always the Director of Public Works. For an appeal tribunal to be satisfactory, it must be competent and unbiassed, its procedure must be such as to give each party to the controversy upon which it has to adjudicate a fair and equal opportunity to state his case and answer the case of the other side, and it should be public, or at least its decisions should be publicly and fully recorded in an understandable form, especially in

the case of an appeal from the decision of an officer who necessarily does his work in private TE If these are the main requisites of a satisfactory tribunal, the present system must be materially amended before it can be considered satisfactory. In the first place the Director of Public Works is also the Building Authority. and takes part in the deliberations of the Arts by Mr. Richard Jebb, author of "Studies Council and advises the Governor upon his own acts as Building Authority without the person who is appealing against his decision having any opportunity of meeting, or even knowing the arguments he advances in support of that decision, and in the second the proceedings of the Council are secret and no record of its decisions or of the reasons or principles upon which it has acted in coming to a decision is available to any of the public. That the Governor in Council under an reformed procedure would be the best available, though not an ideal, tribunal I personally believe; at any, rate, no other has as yet been suggested which would compare with it in essentials. The reforms required are obvious.

D.P.W. must, for the purpose of the fair exercise of this appellate jurisdiction only, be deprived of his privileged position, and whatever advice or ressons he gives H.E. or the Empire into three sones of opinion and policy: every man who is worth his salt always hon, members of the Executive Council in support of his decision as Building Eastern Australian Colonies, New Zealand, chance that a good man wants is the chance Authority must be either communicated British Columbia, and the Pacific States of the of doing his work as well as it can possibly be to, or advanced in the hearing of the party appealing, in such a manner as to give him a fair opportunity of answering the case made by the Building Authority. Merely to give Indian Zone embracing countries bording the years ago. That system has its centre in the party appealing the right to appear personally, as is proposed in the Bill, is utterly illusory, and does not meet the real objections to the present procedure.

Under the Bill and Ordinance as they stand the Building Authority is practically an antocrat. There is, as is shown above no effective appeal against his decisions on questions in which he has a discretion, and the number of these it is proposed to enlarge enormously, and on questions as to his duties and obligations and the extent and nature thereof he is the sole judge. No legal proceedings of any sort can under the Bill be taken to test the accuracy of his judgment or to compel the performance of his duties. The sole remedy left to an owner is to refuse to obey an order and let the B.A. prosecute him, and then defend himself by showing the illegality of the Order, but in cases in which the Building Authority breaks the law by not performing an act he ought to perform, the owner has absolutely no remedy if the BA, has done what he has "done bona-fide for the purpose of executing this Ordinance." He cannot bring an action of any sort against the Government because the act complained of is a wrong, so that no action will lie and he cannot bring an action of any sort against the individual officer by reason of the provision in the Bill.

The Building Authority by a strained interpretation of any one of a very large number of the sections of the Ordinance could inflict damage amounting in the aggregate to many thousands of dollars on the property owners of the Colony and as matters stand there is no means open to the victims of compelling either a correct interpretation of the law or reparation for injury inflicted. Mr. Pollock has put forward a proposal in the Legislative Council which if accepted will afford a cheap and speedy means of obtaining an authoritative interpretation of any section of which the meaning is in dispute." The method is one which has been found by objection to this proposal in Imperial theory, their cots asleep. But the men had had no practical experience to work well in the case of disputes as to the proper interpretation of wills and instruments regulating trusts, to which purpose it was first applied not very in which it has been used for the interpretation of a statute but there is no reason why it should not work equally well and relieve property owners in this Colony of the nec ssity of employing a more cumbrous and expensive procedure to ascertain their rights in the same

way as it has relieved trustees and executors. If ame, dments on the lines I have indicated above are made in the Ordinauce. I believe it will in future work with as much smoothness as such a stringent Ordinance ever can work, but without some such amendments there will never-ending friction between landowners and the Government, - ) ours, etc.,

BRITISH NAVAL OFFICER'S

PERILOUS ADVENTURE.

MARC S W. SL DE.

TWO DAYS IN AN OPEN BOAT. A remarkable adventure recently befell Commander Maclachian, of H.M.S." Scylla." On the 18th March, the commander went out alone in a small sailing skiff for some fishing. craft of every description lent their aid in A second cause was that the races did not fuse, but it was not until the 20th. March that the officer was picked up in the Caribbean Sea, about 30 miles from Carlton, Grenada. He was

thirg to ent or drink for two days, keel of his boat was broken and the boat capover like a perpoise almost continuously, and it

which he tore from the boat. One a young shark get into the boat. The commander kicked it out, and a smart blow on catching glimpies of vessels which were hunting for him that he could hardly realize that they had actually sighted him when they came to his rescue, . His tongue and throat were so swollen

that he could scarcely swallow. the news of the rescue was made known. Church bells were rung, rockets fired, and a public thanksgiving service were held, at which the Bishop officiated, and the Governor and chief officials of the island attended.

THE PROBLEM OF ASIATIC IMMIGRATION.

NATIONALISM AN IMPERIAL QUESTION.

A paper on "The Imperial Problem of Asiatic Immigration" was read before the Society of in Colonial Nationalism." The chair was taken by Mr. Alfred Lyttelton, M.P., and in the audience were Lord Ampthill, Count Hirokichi Mutsu (First Secretary, Japanese Embases), Sir West Ridgeway, Mr. Mackennie King (Deputy Minister of Labour, Causda), Captain Inithead Collins (representative of the Australian Commonwealth), Mr. Rees, M.P., Sir J. La Touche, and several of the Australian Agents-

Indian Ocean, and including especially the Admiralty Office in Whitehall, which ought scale seemed to be unanswerable, except by than the officers of any other Navy. denying the right of indigenous nationalism, | That the theory of war is neglected has long which no one ventured nowadays. The an cient | been known, so long, indeed, that some attempts civilisation of the Asiatics had endowed its have been made to put an end to the neglect children with aptitudes far above the sphere of | and a War College has been founded, at which, unakilled labour, for which purpose alone the it is to be hoped, that good work is done. British coloniser ever felt an actual need of But how far the neglect goes is revealed by the their assistance. The author entered a protest articles on "Fool Gunnery in the Navy," against the popular fallacy that the policy of | which Blackwood's Magazine for April publishes the Pacific Zone was dictated merely by the the third. The writer of these articles is selfish insistence of well-organised and not open to the charge of bring a landsrapacious labour. The opinion and policy of | man with a prejudice. He is evidently a naval

that by way of compensation for their exclusion | rate in the dark. More recently there has been form South Africa the Indians should have East | a very limited amount of firing at night by half Africa set apart for them. There was no the crews, the other half being supposed to be in unless the local natives have a case. A more previous practice in firing at night. The practical recognition of their Imperial rights | unfortunate captain." says St. Barbara, " has to would be to satisfy their desire-expressed by | start in teaching them the first principles, instead the National Congress-for a fiscal system like of the application of lessons already learned to that of the Self-governing Dominions, devised methods he intends to employ as a responsible to develop their own industries, and to make | unit of an admiral's fleet to defend his ship. India a selfconscious economic unit. This St. Barbara contends that "this is inviting need for emigration, but would show that the | for war. Imperial purpose of promoting and protecting

and Imperial policy. maintain such a position.

had rather ignored the importance of India according to the advice given it at the Guildin this question, having treated Indians together hall, and will awaken too late, when war has litetime. A. S. Watson& Co., Ltd., Sole Agents not have been nearly and the defects of training can never be not have been possible without India and the made good.

Imperial Government should not permit anything to be done by a Colony which would hurt our Indian fellow-subjects. Sir West Ridgeway said that if the Imperial citizenship "of which the author of the paper spoke was to involve the right of Asiatio subjects of the King to free entry and residence in all parts of the Empire it was a flotion. It was a fistion because it was impossible, and would not be accepted by the Self-governing Colonies. It was not only impossible, but even, if it were possible, would

be inexpedient. Mr. Arthur H. Reid and Mr. Rees, M.P., also took part in the discussion.

NAVAL EXERCISES.

Mr. Jebb, in the course of his paper, expressed the opinion that the divergences of opinion and forgotten man, of the man whom the House of of policy which had divided the Empire on the Commons never considers whom the voter never question of Asiatic immigration might be traced sees, and whose interests suffer more than he or to the presence of two main factors, namely, they are ever aware of, remarks a London indigenous nationalism and the direct experi- journal. The forgotten man is the man who ence of Asiatic immigration, or at least of lives on one of the King's ships as an officer, coloured labour, upon a considerable scale. The seaman, or gunner of the Royal Navy. He is early-nineties, when the grant of responsible the man upon whom the freedom and independgovernment to Western Australia and Natal once of the British votor depend; the man completed the roll of self-governing Colonies, upon whose shoulders rest the British Empire marked a transition in the political evolution of and British trade. The proof that he is the question. Taking the half century before forgotten consists in the fact that he is not this transitional point, Mr. Jobb divided the given a fair chance. What is the chance that 1. The Pacific Zone, embracing countries wants? Not money. First rate men bordering the Pacific Ocean, namely, the content with wonderfully little of that. The American Union. Here indigenous nationalism. done. The officers and men of the Navy, a body combined with direct experience, resulted of picked men of splendid build and spirit and in a demand for stringent restriction of Asiatic as keen as men can be, are kept back by a system immigration, if not complete prohibition; 2, the that ought to have been broken down twenty Crown Colonies of Western Australia and be the greatest institution in the world for the Here direct experience, not being study of war, and ought to be applying an ever combined with indigenous nationalism, resulted | deepening knowledge of war to the perfection in the sanctioning of Asiatio immigration, of every part of the naval officer's and seaman's unrestricted although regulated; 3, the Atlantic | training. It ought to be constantly holding Zone, embracing countries bordering the North | up a higher standard of what could and should Atlantic, namely, the United Kingdom, Eastern | be done in war as a guide for the practice of Canada, and (incidentally) the New England | the officers and men of the Navy, and to be States. Here indigenous nationalism, not being always devising opportunities for such pracconditioned by direct experience of Asiatic | tice. But it does not. When a year or two immigration, resulted in hostility to the idea of lago the new course of study for cadets and restriction, and a desire to restrain that tendency | young, naval officers was officially expounded elsewhure. The ultimate and decisive ground it was found to provide instruction in every of objection was either that the white and subject but war, which had no place in it. coloured races were unable to fuse-or, if there This is not fair to the officers, because unless was a fusion, that they produced a racial and | their whole activity in peace is governed by a social type inferior to the Angio Saxon. knowledge of the conditions and activities of Accepting this argument the case against war they will when war comes be unprepared allowing coloured immigration upon a large for it. Yet their wish is to be better prepared

the Pacific Zone seemed to have become more officer of long experience, and the revolutions I termined and decided as time went on which he makes are astounding. He has Subject to an essential medification it had already shown how naval gunnery is reduced already captured the Indian Zone, and bade to a minimum by ill judged economy, how that fair to capture the Atlantic Zone before long. minimum is devo ed, not to the practices that Dealing with the period after 1890 Mr. Jebb | will prepare for buttle, but to the advertisement referred to the Colonial Conference of 1897 as of the Admiratty. He now touches the subject having occasioned the first effort to systematise of gun defence against torpedo attack by night. the practice of the Empire on the question | We hope everyone who cares about the country's under review. As a result of the Conference | security will read his paper. "The range of Australia. New Zealand, and South Africa had | the torpedo," says the author, who calls himself by this time adopted the principle of the "St. Barbara," "exceeds that of the search-Natal Act. The purpose for which the light." Thus the difficulty of the battleship at Empire existed, he maintained, was the nigth is to see and destroy the torpedo-boat promotion and protection of Nation-States, and | before she has fired her torpedo. The practice by it followed that Imperial citizenship could not | which the crews were prepared for this delicate confer any rights inconsistent with that pupose, | service was firing by day-light at fixed targets a e.g., the right of any citizen to settle in any thousand yards distant while the ship moved at State where his presence would be injurious to twelve knots. This is not a sufficient preparation its national civilisation. It had been suggested for firing at a torpedo-boat moving at a great

would not only tend to diminish the economic | di-aster, and is not the way to train a Fleet The last war has shown how a Fleet Nation-States is not formulated for the exclusive may be hampered by the dread of an benefit of the European race Assuming the daty enemy's superiority in torpedo craft. But of the Empire to protect the Nation-States up to | the British Admiralty has for years slept the limit of its capacity for resistance, was there on the assumption that every enemy is to may better way of restricting Asiatic immigra- | be despised-that the real meaning of the tion than that of the Natal Act? This system hypothesis that the terpedo is the weapon had the merit not only of universal application, of the weaker side, and that enemy will be the but-also of elasticity. By varying the nature | weaker side-and has therefore allowed others of the "education test," and the emount of to outstrip them in torpede-boat strength and discretion given to the officer, the Natal in torpedo-boat practice. That is a dangerprinciple might be worked so as to restrict onsthing for a Navy which is fold to rely on either prohibitively or in moderation. Looking | the size of its battle-hips, which is certainly ahead, he saw no reason) why the purpose of the | not what Drake and his spiritual descendants Empire, as he had defined it, should not come | relied upon. But the theory that big ships make to be fully expressed in Imperial organisation | up for everything, like the theory that the enemy will from the first believe himself inferior, The Chairman, opening a discussion on the is the product of neglect to study war. An paper, expressed the view that the conclusion enemy who believes himself inferior does not which Mr. Jebb had arrived at was sub- make war unless his Government has gone

stantially true, namely, that the Self-governing mad. So long as he has that belief he Colonies were irrevocably determined not to avoids quarrels and tries to perfect bit admit the effective competition of Asiatic races. preparations, until he is sure that he is He did not return that day, nor the next, and Notwithstanding what Mr. Jebb had said, he superior, if not in expenditure at an the gravest fears were entertained as to his | believed that the principal cause of this determi- | rate in knowledge and skill. The practice of safety. Local steamers, fishing smacks, and nation was an industrial and Trade Union cause. Great Britain is to praise her sailors and to believe in them, but not to take the right means making a search in the neighbouring waters, and there was the objection of high mirded of enabling them to deserve the praise and the idealists to planting in a country foreign labour | confidence. St. Barabara has shown that the which could not rise to the full rights of citizen- Fleet is not given the opportunities for making ship. If we considered the future we might litself perfect in gunnery or in battle practice. of Western nations that they should freely atatistics give a synsible man grounds for The tale he had to tell when somewhat re- compete throughout the East on terms of supposing that in the next war the British covered was a most thrilling one. It appears equality with those who possessed those lands, Navy will win its battles? Sea fights are not that owing to a sharp gale springing up the and at the same time that the Eastern peoples won by ships, but by the men in them, by the were to have no access at all to the West, judgment and determination of the officers sized. For two days he had to fight constantly brought us into a serious region of thought, and the fighting training given to the crews for his life. His little boat turned over and [(Hear, hear.) These were principles which could These things are left to the Admiralty, of only be maintained by force. When they which it is now clear that it has neglected was with the greatest difficulty that he was able considered what a tremendons thing it would be them, as was likely enough, seeing that for to keep his head above water. To add to the if all the races in India, for instance, were to twenty years, in answer to every criticism horror of the situation, he was attacked by unite against a pretension so paradoxical, he made upon it, the Admiralty by the sea-birds, and had to beat them off with a plank, did not feel certain that Western peoples could mouth of every civilian First Lord has asserted itself to be perfect, and seeing that the Lord Ampthili considered Mr. Jebb's paper [last public utterance of a First Sea Lord was to one of the first attempts to make a scientific request the nation to go to sleep on the subject the tender part of the shout with the plank study of this question. The general public in of its Navy. The right way for the citizens caused the shark to seek more congenial waters. this country had not realised that there was such | who rely upon the officers and men of the Fleet Commander Maclachlan had got so used to an Imperial problem. In his opinion the for their security is to interest themselves in Colonies had every right to expect that the the effort to procure for those officers and men Imperial Government would give a lead in a every advantage of training and opportunity question of this kind, but unfortunately our that money can procure, and to take note of mperial statesmen were straid to do so. The every warning that comes from the Fleet that Colonies would respect us more if we told them | all is not well with its preparation for war. There were great rejoicings in Grenada when plainly what was wanted, and if a compromise | vigilant public will produce an efficient Ad was arrived at. He thought that Mr. Jebb | miralty. A careless public will go to sleep,

### A VALUABLE

THE BEST VALUE FOR YOUR MONEY

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TO BE OBTAINED FROM

H. PRICE & CO., LTD. WINE, SPIRIT & CIGAR MERCHANTS

Hengkong, 5th May, 1908.

12. QUEEN'S ROAD CENTRAL.

MANCHURIAN RAILWAY.

TELEPHONE No. 135.

AMERICA AND THE "OPEN DOOR."

The Standard's Correspondent at Berlin wrote on April 5 :- The "Cologne Genette" publishes the following despatch from Peking, und r the title " England, Japan, China, and

the Railways in Manchuria":--"Negotiations have begun here between China and Japan regarding the projected railway from Heinmin-tun to Fakumen, in Western Manchuria, for which the Chinese Government have granted a concession to an English company, but against the construction of which Japan has made various protests. An exchange of views has taken place between London and Japan, and the Japanese Ambassador in London received instructions to declare that Japan has no intention of closing the 'open door' in Manchuria, but only desires that China shall respect the promise given in the Peking Treaty of 1905. It is extremely probable that the railway interests will then extend northward of the Great Wall, which was formerly recognised in London as the boundary of Russian interests. Since the war England no longer recognises! this boundary. This is one of the advantages which England derived from the war, but which she is now exploiting in opposition to Japan." The "Frankfort Gazette" states there is

reason to believe that the American Government will be isolated in their attempt to oppose Russian ambitions in Northern Manchuris. The American Government have endeavoured to emphasise the sovereign rights of the Emperor of China in Northern Manchuria by instructing the American Consulat Harbic. Mr. Fisher, to regard himself as accredited solely to China and to pay no attention whatever to any Russian authorities in his district. Mr. Fisher refused to recognise in any way the Russian authorities at Harbin, and it has become evident that the United States of America desire to demonstrate in this way their adhesion to the principle of the integrity of China. The American Government hope thereby to check any Russian and Japanese plans which may tend to close the "open door" in Manchuris, and also to ob ain the support of the other Powers in this movement. The "Frankfort Gazette" believer however that Great Britain regards the injury done to her own interests in Manchuria with complacency, while Germany declared, before the Russo Japanese war, that she could not be a party to the guarantee of the integrity of Manchuria. France will probably raise no difficulties in opposition to trussis, so that the American Government will be reduced to the necessity of carrying out its Manchurian policy without extraneous aid.

'the St. Petersburg "Slove," which reflects opinions held in official quarters, referred the same day to the dispute reported from Harbin, where Mr. Fisher, the United States Consulalleging that he is accredited solely to the Chinese Government, refus s to recognise Russia's status—a line of action which has resulted in representations being made to Washington. The "Slove," in commenting on

the matter, writes:-"It is possible that America may be seeking to ingratiate herself with China at the expense of Russis, with a view of eventualities in the Far East, but questions concerning Russian jurisdiction in the railway area are referable only to China as suzerain or to Japan, with whom Russia has special treaties. If neither of these Powers formulates demands it is impossible for America to do so independently. That country chosen an unfortunate one if it intends to

appear in the rôle of China's guardian.' Mr. Root, Secretary of State, and Baron de Rosen, the Russian Ambassador, had a conference, presumably on the subject of Russia's aphere of influence in Manchuria. It is under stood that America's position will be maintained until a basis for Russia's authority has been shown sufficient to warrant the recognition of Russia's jurisdiction in Manchuris.

TABLE OF LOST FORTUNE.

FALL IN SILVER DID IT.

A remarkable tale of a lost fortune was tol last month by James Dyson aged 62, cotton merchant, who was sentenced at Brighton Quarter Sessions to fifteen months' hard labour for stesting as bailed two horses, a phaeton, and harness value £200, the property of Mr. Joseph Nye, jobmaster, on February 13.

At one time said the prisoner, he was a cotton epinner employing hundreds of hands at Preston, Lancashire and was worth between £75,000 and £80,000. He shipped large quantities of goods to the East, and he also devoted considerable time and money to public work. mong various public positions he filled was that of chairman of a Cheshire district council, poor-law guardian, and lay representative on diocesan conference.

A heavy fall in the value of silver, he added, entirely changed his position, and drove him obtain a situation during the past three years national sport in Japan. had caused him such distress of mind that be had not been responsible for his actions.

The police said the prisoner bired a Ralli car and horse at Tunbridge Wells last July. and nothing had been seen of the property since. While prisoner was staying at the Hotel Metropole, Mr. Nye, in reply to a telephone message, sent round the phaeton and horses, and the prisoner rove off with them, declining the services of a coachman. One horse he sold at Leicester for twenty eight guiness; and the other horse and carriage were in his possessi on when he was arrested at Wimbledon.

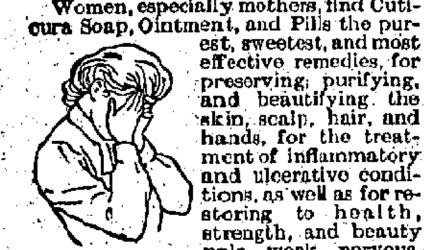
HOW TO BE BEAUTIFUL-Keep your com plexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudra Charmant will enable you to do it. Her

Little Boy Suffered Very Badly— Under Medical Care for Weeks-Became Steadily Worse - Doctor Said It Would Last for Years-One Box of Cuticura Cured Him.

### MOTHER RECOMMENDS CUTICURA TO FRIENDS

Two years ago my little son was suffering very badly from eczema. took him to a doctor who attended him some weeks and still he got worse. Sores completely covered his face and chest. Being dissatisfied with his treatment. I took him to another. I tried his remedies and still my boy grew worse. The doctor also told me that the eczema would not go away for years. One morning I saw an advertisement of Cuticura and made up my mind, then and there, to give it a trial I purchased one box of Cuticura Cintment and one tablet of Cuticura Scap. After using them the first few days, one saw a great change. was completely gone in three weeks. We still have some of the Ointment left and continue to use Cuticura Scap. I have always done my best to advertise Cuticura to my friends, which I feel my duty. Mrs. Phyliss Duke, 36, London Road, Staines, Middlesex, July 3, '07.' Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Antiseptic Cleansing Is Best Accomplished by Cuticura. Women, especially mothers, find Cuti-



est, sweetest, and most effective remedies, for and beautifying the skin, scalp, hair, and hands, for the treatment of inflammatory and ulcerative condistoring to health. strength, and beauty pale, weak, nervous,

Cuticura Remedies are sold throughout the world. A Single Set often Cures. Depoils: London, 27, Charterhouse Sq.: Paris, 5, Rue de la Paix; Austrella, R. Towns & Co., Sydney; South Africa, Lennon, Ltd., Cape Town, etc.: U.S. A., Potter Drug & Cham. Corp., Sole Propa., Boston.

SPORTS IN MODERN JAPAN

At a meeting of the Japan Society held at 20. Hanover square, Mr. Tsuneo Matsudaira, third secretary of the Japanese Embassy, read a paper in "Sports and Physical Training in Modern Japan." There was a large attendance, and Sir Albert Rollit presided. In the course of his paper-which was illustrated by lantern slides lecturer stated that the main features of physical training in the schools were compulsory military drill, on the one hand, and fencing, judy, and baseball, on the other, which were practised voluntarily every day after ssons. These where supplemented by swimming and boating during the holidays. Reserve officers of the army, assisted by sergeants, were usually appointed military training instructors to the schools, and service rifles of an old pattern were provided by the State. Once or twice a year the students were organized into battalious or companies and fully equipped with arms and ammunition, were taken into the country for a week or so, under their officers, for manouvres under true military discipline. Universal service being in force, all men between 17 and 40 years of age were under the obligation of military service in the Kokumingun, or national army, if called up in a time of emergency. So far, however, it had not been necessary to organize the national army in time of war, and consequently it was impossible to say whether the military training given in the schools would have any effective result in actual warfare. But for its main purpose of physical development it had proved very successful. In fencing the practice sword was made of bamboo and had a handle about Ift. long, which was held by the fencer with both hands. Japanese experts were of opicion that this method of using the sword with both hands was more effective in real combat than the European practice of wielding the weapon with one hand only. Judo was a modified form of jujitsu. The purpose of jujitsu was by clutching or striking some part of the opponent's body to render him incapable of resistance. The purpose of "judo was mainly phyinto the bankrupicy court. His failure to soial culture, Swimming was also w Western origin, had become very popular with students. But smoog the crowes at the regal tas. of the various schools not a single member of the fair sex was to be seen except as a chanco passenger in a passing steamboat or ferry. In Japan ladies did not go in for boating. The American sport of baseball had a great vogue. Football had also been introduced, but it had not become so popular as boating or baseb Il. Tennis was a favourite amusement

among quiet students and young ladies. On the

whole. Japan was very fortunate in regard to

climate, beautiful sunshine prevailing all the

year round, so that outdoor sports were not

marred by natural conditions, except by occa-

sional rain. A vote of thanks was passed to the

lecturer, on the motion of Mr. W. Crewdson.

chairman of the Japan Scoiety, seconded by

Count Mutsu, of the Japanese Embassy, and

supported by Mr. East, A.R.A,

evdered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication.

After that hour the supply is Umited. Only supplied for Cash.

### NEW ADVERTISEMENTS WANTED TO BUY.

DOUND Volumes of "HONGKONG WEEKLY PRESS" JANUARY to JUNE, 1901, JULY to DECEMBER, 1908, JAN-UARY to JUNE and JULY to DECEMBER, 1904 "MANAGER, Offers to-" Daily Press" Office.

Hongkong, 5th May, 1908.

FURNISHED HOUSE TO LET.

5 ROOMS, Hongkong West, \$120 per month including all taxes. Care of " Daily Press " Office. Hongkong, 5th May, 1908.

YANGTSZE-INSURANCE ASSOCIA. TION, LIMITED.

### NOTICE TO SHAREHOLDERS.

DIVIDEND at the Rate of TWENTY. FIVE per cent, being FIFTEEN DOLLARS per Share, on the Original Paid-Up Capital of the above Association has been declared payable in Taels at Exchange Seventy Three, at the Chartered Bank of India, Australia and China, or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after This Date, to Shareholders of Record on the 22nd April, 1908. By Order of the Board of Directors, W. S. JACKSON,

Shanghai, 29th April, 1908. THE TRADE MARKS ORDINANCE

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that 112 Commercial Street, London, England, have on the 21st day of January, 1908, applied for the registration, in Hongkong, in the Register of Trade Marks of the following TRADE MARK:

The representation of a Chow Dog standing sideways with his head pointed towards the right hand side with the word "Chow Dog" Cigarettes printed above in the name of GoD. FREY PHILCIPS & SONS who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the applicants in respect of the following Goods namely : CIGARETTES in Class 45. A Facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong or of the Undersigned. Dated the 4th day of May, 1908.

BRUITON & HETT, Nos. 39, 41 and 43, Des Voux Road, Vic oris, Hongkoug, on behalf of the Applicants, GODFREY PHILLIPS & SONS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOOCHOW.

### THE Company's Steamship

"HAIMUN. Captain Passmore, will be despatched for the above Ports on FRIDAY, the 8th inst. at 10 A.M. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., ;

General Managers. Hongkong, 5th May, 1908. EASTERN AND AUSTRALIAN STEA. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADBLAIDE, NEW ZEALAND, TASMANIA, &C.

### HE Steamship

"EASTERN." Captain McArthur, will be despatched as above on THURSDAY, 25th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham ber, which ensures the supply of Fresh Provi sions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

are carried. N.B.-To assure the additional comfort of passengers the steamers of the Company ha e electric fans fitted in statercoms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 5th May, 1908. CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO. THE Steamship

"MARIE, Captain G. E. Christiansen, will be despatched for the above Ports-VIA MOJI, JAPAN, on THURSDAY, the 11th Jane, at 5 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., LTD., Hotel Mansions,

Hongkeng, 5th May, 1908. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

### THE Company's Steamship

"KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on beard after 4 P.M., the 6th May, will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD.,

General Managers. Hongkong, 4th May, 1908.

### AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to soll by Public Anction, FOR ACCOUNT OF THE CONCREMED.

TO-DAY (TUESDAY) the 5th May, 1908, at 2.30 P.M., at "Myrtle Bank," 51, Mount Kellet Boad, The Peak, SUNDRY VALUABLE HOUSEHOLD FURNITURE.

THERRIN CONTAINED. Comprising -DOUBLE IRON & BRASS BEDSTEADS and MATTRESSES, TEAK. WOOD WARDROBES with Mirror Doors, OVERMANTELS with Mirrore, SIDE. BOARD and DINNER WAGGON, MAR. BLE-TOP WASHSTAND, BOOK-CASES, TABLES, FENDERS, GLASS and CROC. KERY WARE: LADY'S DESK by HALL & HOLTZ, Shanghai, CHEST-OF-DRAW. ERS, DRESSING TABLE, LAMPS, HAT and UMBRELLA STANDS, &c., &c., &c.;

One 12-Bore SPORTING GUN in Case. Catalogues will be issued. TERMS :-As usual: 15 HUGHES & HOUGH,

Auctioneers. Hongkong, 1st May, 1908.

### NOTICES OF FIRMS

NOTICE.

bave Authoriz d Mr. HERBERT SUTTON to Sign my Firm by Procuration from This Date. T. E. GRIFFITH. Canton, 2nd May, 1908.

HONGKONG CLUB.

DURING the Absence of Mr. C. H. CRAIK has been Appointed Acting SECRETARY. H. P. WHITE.

Chairman. Hongkong, 1st April, 1908.

### INTIMATIONS

HONGKONG CLUB. NOTICE.

N EXTRAORDINARY GENERAL MEETING of t e Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club By Order,

JAMES CRAIK, Acting Secretary. Hongkong, 80th April, 1908.

### HONGKONG CLUB. NOTICE.

N EXTRAORDINARY GENERAL A MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5 25 P.M. for the purpose set forth in the Notice posted in the Hall of the Club. By Order.

JAMES CRAIK, -Acting-Secretary. Hongkong, 30th April, 1908. CHINESE ENGINEERING & MINING

COMPANY, LIMITED.

N INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for secount of the year ending 29th February, 1908, has been declared by the Directors of the above Company. Ccupon No. 10 is Payable on 1st MAY at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai. SHEWAN, TOMES & CO.,

Hongkong, 1st May, 1908.

LADIES, PLEASE NOTE!

### REMOVAL SALE.

WIVERYTHING must be cleared, even at RUINOUS PRICES, prior to our REMOVING to New Premises. For Cash Now is the time for you to secure GENUINE

BARGAINS. Please call and see for yourself. HOOSAIN-ALI & CO., 25, Queen's Road Central,

Under Hongkong Hotel. Hongkong, 1st May, 1908. IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c. All other Philatelic Goods

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TRON, STEEL, METAL and HARD. WARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeers and Shipchandlers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

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with which is incorporated THE CHINA OVERLAND TRADE REPORT. subscription, paid in advance, \$12 per annum Postage \$2 to any part of the World

### TO LET

TO LET.

HOUSE in KNUTSFORD TERRACE KOWLOON. No. 8, CANTON VILLAS.

Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO. LD. Hongkong, 1st May, 1908.

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET. Moderate Rent. One ROOM with Verandah and Small Room on the Second-floor of No 8, Des Voux Road Central, above our Office, Suitable for business premises or dwellings.

First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Promises or Dwellings, now ecoupied by FED. BORNEMANN. Apply to-

DAVID SASSOON & Co. LTD. Hongkong, 7th April, 1908.

TO LET.

ARBUTHNOT ROAD-6 Rooms. WYNDHAM STEET-4 Rooms. Apply to, E. A. & C. E. DE CARVALHO, 14, Arbuthnot Bond. Hongkong, 25th April, 1908, 762

TO LET.

IMMEDIATE POSSESSION. CODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY. Apply—

CHATER & MODY. Hongkong, 24th March, 1908.

TO LET.

NE FOUR ROOMED HOUSE at Prays East, near East Point. Apply to-JARDINE, MATHESON & Co., LTD. Hongkong, 23rd March, 1908.

TO LET.

NTO3, 27, 31 and 33, SEYMOUR ROAD. No. 61, CAINE ROAD. Apply to-

SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 22nd April, 1908.

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OFFICES in ALBIANDRA BUILDINGS. Apply—

SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907.

TO LET. EITHER Side of the DOUGLAS WHARF.

Terms on Application to-DOUGLAS LAPRAIK & CO., General Managers DOUGLAS STEAMSHIP CO. LD. Hongkong, 31st March, 1908.

TO LET. No. 2, MACDONNELL ROAD.

Nippon Yusen Kaisha Hon skong, 3rd June, 1905.

TO LET-KOW LOON LURNISHED HOUSE, 5 Rooms, Electric Light, use of Tennis Court. Moderate Rental.

Apply by letter - "537" Care of "Daily Press" Office: H. nekong, 29t : April. 1:18.

TO LET.

THE ROOMS on the first floor of No. 34. QUEEN'S ROAD CENTRAL, topposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to-YEE SANG FAT & CO Same address.

Hongkong, 28th January, 1907.

TO LET.

CENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms. No. 1. COLLEGE GARDENS, Farnished. For 5 or 6 Months, cheap rental. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908. BEACONSFIELD ARCADE, Eine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor). OFFICES in Queen's Road Central. BELILIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDDELL STREET Shop. DES VŒUX VILLAS (PEAK). No. 57, PRAYA GRANDE, Mooso. Apply to-LINSTEAD & DAVIS.

3rd Elcor, Alexandra Buildings. Hongkong, 5th May, 1908.

TO LET. TIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kow-

TAM TSZ KONG., Apply to-Care of Hip On Insurance, Exchange and Loan Co., Ld., 42, Bonham Strand, West.

Hongkorg, 1st October, 1907. TO LET.

and 5-ROOMED HOUSES in Kowloon.

COMMODIOUS SHOP in Des Voeux Road Immediate possession Central, Hongkong. Moderate rentals. Apply to-

HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 2nd April, 1908;

TO LET

TO LET.

NO. 2, CHANCERY LANE, Six-Roomed House. Electric Lights. Patin thorough repair. With immediate possession. Apply to - and da

PERCY BMITH & SETH. Acountents & Auditors, &c., . 5. Queen's Road Contral. Hongkong, 1st May, 1908.

TO LET. OFFICES on Top Floor No. 2 Connaught Road, facing the Cricket Ground. HOUSES in Wong Nei Chong Road. No. 10, DES VŒUX ROAD CENTRAL, lst floor.

"HATHERLEIGH," Conduit Boad. OFFICES in York Building, GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B., Des Vonz Road next to the Hongkong HoraL FLATS in MORNTON THERACE. Apply to-

THE HONGKONG LAND INVEST MENT & AGENCY CO., LTD \_ Hongkong, 1st May, 1908.

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FROM 187 MAT. W/ OWLOON MARINE LOT 48, Yaumati,

Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—

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FFICES in HOTEL MANSIONS. Apply to-HENRY HUMPHREYS.

Hongkong, 1st May, 1908.

Hongkong lat April, 1908

COLD STORAGE.

Alexandra Buildings.

THE HONGKONG ICH COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at East POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager.

> STOBAGE. FOR COAL, TIMBER, &C.

TO BE LET. . Portion of MARINE LOT No. 285 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 86 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-

GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906.



GOSH KAISHA BISHI CO.) (MITSU

COMPRADORE'S DEPARTMENT, OOAL DEPARTMENT MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI,"\_ which applies to all Branch Offices. AI, ABC 5th Ed., Western Union Codes used All Letters to be Addressed : MANAGER, MITSU BISHI Co.

NAGASAKI, MOJI, KOBE, KARATSU BHANGHAI, HONGKONG, & HANKOW. AGENCIES: -

BRANCH OFFICES :--

YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messes. Gearing & Co. MANILA: Mebsts, Macondray & Co. SOLE PROPRIETORS of Takashima. Ochi, Namazuta, Shinnew, and Hojo Collieries Sole Agents for MIYAO and KISHIDAKE

T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

### INSURANCES

TORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT SIST DECEMBER, 1905

£17,837,119. AUTHORISED CAPITAL ... 23,000,000 SUBSCRIEND CAPITAL 2,750,000 PAID-UP CAPITAL ..... 687,500 II. FIRE FUNDS ...... 3,386,720 19

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Retes. SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co. Hongkong, 13th August 1908.

AACHEN AND MUNIOH FIRE IN-SURANCE CO. OF AIX LA-CHAPELLE. FEIHE Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Handle Land Control of Agents and Willy and Hongkong, 21st April, 1897,

BANK8

THE COKOHAMA SPECIE BANK LIMITED.

\*CAPITAL PAID-UP ...... Yen 24,000,000 RESERVE FUNDS ...... 15,120,000

HEAD OFFICE - YOUGHAMA.

BRANCHES AND AGENCIES. Tokyo London Nagasaki San Francisco Honolulu New York - Shanghai Hankow Bombay. Paking Tientsin Chefoo Port Arthur Dalny. Newchwang Mukden Lioyang Antung. Chang Chun Tieling.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum

TAKEO TAKAMICHI, Manager. Hongkong, 24th March 1908.

MEDERLANDSCHE HANDEL MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (#3,750,000) RESERVE FUND ... FL. 5,878,375 ,£448,000

HEAD-OFFICE : AMSTERDAM. HRAD-AGENCY BATAVIA Branches :- Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascercean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Badja, (Acheen) Bandjermasin. Correspondents st Macassar, Bombey, Colombo. Madras, Pondicherry. Calcutta,

Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS: -THE UNION OF LONDON AND SMITHS BANK.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED.

balances. On Fixed Deposits 12 months 41% per annum. 6 do. J. L. VAN HOUTEN, Agent,

On Current Accounts 2% per annum on daily

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP ... Sh. Taels 7,500,000

Hongkong, 18th November, 1907.

BRANCHES : Berlin, Ramburg, Calcutta, Hankow' Tientain, Peking, Tsinanfu, Tsingtau, Yekohama, Singapore.

HEAD OFFICE-SHARGHAL.

BOARD OF DIRECTORS, BERLIE.

KOMNIGLICHE SERHANDLUNG (PREUSSISO) STAATSBANK) Berlin. DIRECTION DER DISCONTO-GHENLLSCHAFT DEUTSCHE BANK S. BLEICHBOHDEB BERLINEE HANDELS-Berlin. GESSI LSCHAFT

BANK LUER HANDEL UND

Founded by the following Banks

Bankers :--

INDUSTRIB ROBERT WARSCHAUER& Co. MENDRIBSOEN & Co. M. A. VON ROTHSCHILD & Frankfurt a/M. SOEHN'E JACOB S. H. STERN NOEDDEUTSCHE BANK IN HAMBURG, Hamburg SAL, OPPENHEIM, JR., & Co., Koein.

BANK, MUSNOHEN. LONDON BANKERS: Messes. N. M. Rothschild & Son: THE UNION OF LONDON AND SMITH'S BANK, LIMITEU.

BAYEBISOHE HYPOTHEREN UND WEGHERL

DRUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHFAT. INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN.

Manager.

ETHE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. Vienna: Union BANK. INCORPORATED BY ROYAL CHARTER, 1853. Rome: Banca Commerciate Italiana. HEAD OFFICE-LONDON.

Hongkong, 4th December, 1907.

RESERVE LIABILITIES OF PROPRIE-TORS .....£1,200,000 INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the

Daily balances. On Fixed Deposits for 12 months 4 per cent for 6 , 31 for 3 JOHN ARMSTRONG,

Hongkong, 7th January, 1908. . . . . . . 115 THE MERCANTILE BANK OF INDIA, LIMITED. 1710 .

PAID-UP ... RESERVE FUND ... \*\*\* ... BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts

AUTHORISED CAPITAL ...

at the rate of 2 per cent. per annum on the Daily balance. ON FIXED ESPOSITS: For 12 months ... 4 per cent. 24 per cent. EVAN ORMISTON.

Manager.

BANKS.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000, == about Mer. \$7,222,222 Gold \$8,250,000 RESERVE FUND - about Mex. \$7,999,929 HEAD OFFICE: 60 Well Street, New York, LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND

LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, received money Current Account at the Rate 2% per annum on Daily balances and accepts Fixed Deposits at the following rates !--For 12 months 44 per cent. per annum.

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON. Manager Hongkong 8th April, 1908 HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... 415,000,000 RESERVE FUNDS:-STEELING

£1,500,000 at 2/-=\$15,000,000 S.LVER ... \$13,500,000

RESERVE LIABILITY OF PROP'TORS\$15,000,000 COURT OF DIRECTORS. Hon. Mr. HENRY KESWICK,-Chairman. E. Gonz, Esq.—Deputy Chairman E. Shellim, Esq E. G. Barrett, Esq. R. Shewan, Enq. G. Friesland, Esq. H. A. W. Blade, Req. A. Fuchs Esq.

H. E. Tomkins, Esq. C. S. Gubbay, Enq. C. R. Lensmann, Esq. CHIEF MANAGER Hongkong-J. R. M. SMITH

Shanghai-W. ADAMS ORAM. LONDON BANKERS-LONDON AND COUNTY BANRING COMPANY, LIMITED.

Manager :

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 21 per cent. per Annum. For 6 months, 34 per cent. per Annum. For 12 months, 4 per cent. per Annam.

J. R. M. SMITH.

Ohlef Manager,

Hongkong, 23rd April, 1908. HONGKONG SAVINGS BANK

FIHE Business of the above Bank is \_\_\_ conducted by the HONGKONG AND BHANGHAI BANKING CORPORA-CION. Rules may be obtained on application INTEREST on deposits is allowed at 34 Per Cent. per annum. Depositors may transfer at their option

DEPOSIT at 4 Per Cent. per annum. For the Hongkone and Shangha. BANKING CORPORATION. J. R. M. SMITH, Chief Manager. Hongkong, 12th January 1907.

balances \$100 or more to the Hongkong AND

SHANGHAI BANK to be placed on FIXED

HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000)

TEDERLANDSCH-INDIBUHE

Bubscribed Capital Fi. 10,000,000 (Paid up) Recerve Fund Fl. 2,112,570.86 (£176,048) HEAD OFFICE: AMSTERDAM. THE HAGUE. SUB-OFFICE: HEAD AGENCY: BATAVIA.

BRANCHES at Singapore, Sourabaya Samarang, Indramajoo, Bandoeng and Weltevreden. CORRESPONDENTS at: Cheribon, Tegal. Pecalongan, Macessar, Pontianak, Padang Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkek, Saigon, Shanghai

BANKERS: (THE WILLIAMS DEACONS BANK. London : Swiss Bankverein. Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIS. Berlin: DEUTSCHE BANK. Brussels: BANQUE DE PARIS ET DES PATS BAS.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business. INTEREST ALLOWED. On Current Account at the Daily Balances. On Fixed Despoist: 12 months 4% per annum.

C. WOLDRINGH Manager. No. 16, Des V ux Road Central. Hongkong, 1st April, 1908. THE BANK OF TAIWAN LIMITED

6 do 31% do.

CHARTER 

(INCORPORATED BY SPECIAL IMPERIAL

HEAD OFFICE: TAIPER, FORMORA. BEARGERS AND AGENCIES: Kobs Tamwi Nagacaki Takio Osaka . Yekohama Keelung

HONGKONG OFFICE: & DES VOUX ROAD. Interest allowed on Carrent Accounts Da ocite received on terms which may be had on application. D. TOHDOW, Managor.

Hongkong, 5th April, 1907.

SCIENTIFIC MISCELLANY.

DISHASE PROM HEALTHY PROPUS—HEREDITY

IN SEED SELECTION -PERSERVING PAS-

PAILURE -- THE STRANDING BUOY--PICTI-TIOUS ENERGY—THE WALTZ OF OSTRICHES.

Among the dangerous citizens lately recog-

nized is the microbe-carrier, who, immune

himself and probably unconscious of the misery

he is causing, spreads broadcast the deadly germs

of diphtheria, typhoid fever, dysentery, plague

cholers, isfluence, spinal meningitis, and many

other diseases. The pathogenic microbes simply

newly considered source of danger, Dr. Simon

Flexuer states that forty-two years after an

attack of typhoid fever the typhoid bacilli were

recovery from plague pueumonis; and in-

sputum one year after an attack of influenza

as the phenomenon appears to be one

well as on that of the host.

with the situation of the seed trees.

considerable use in Europe, appear to consist of

burned in a closed chamber the carbonic acid

gas produced keeps perishable food from change

loom for use with power, a weaver near

Chemnitz has opened the way for a considerable

return to textile manufacture in the home, not

electricity provides cheap power on a small scale.

The new loom is built almost entirely of wood.

It requires a space 101 feet in length, 7 feet in

Jacquard apparatus has been ingeniously applied

BO BE to make unnecessary the ordinary heavy

loom. It is to be adapted soon for weaving

manifold thread instead of the single thread of

The usual method of using solar heat has

been to concentrate the sun's rays by mirrors

Shuman has been experimenting at Tacono, Pa.

box with a double glass top. An air space of

one inch between the two layers of glass forms

Water in the pipes generated steam with a

an engine, and by employing other a pressure of

9) pounds was reached. In warm climates a-

good working pressure is expected from water.

thus solving the parplexing power problem of

The old suspicion that tobacco affects the

heart and even plays some part in art-riosclerosis

-the dreaded thickening of the arterial walls so

common in human decay—has been confirmed

by Z-browski, a Russian physician. Rabbits

inoculated with tobacco extract, with nicotine

ing and dilatation of the walls of the sorts, or

The rocket life-saving apparatus is sometimes

ineffective in reaching vessels wrecked off a

dangerous coast, and, as in such cases the force

of both wind and waves is almost always directed

toward the thore, Mr. Bredsdorff, director of a

shipbuilding company at Flensburg, Prussia.

has devised a so-called "stranding buoy," to be

carried by the vessel and launched when

necessary. The apparatus has the form of a

miniature sailing vessel 3 feet long, 18 inches

wide and 12 inches deep, drawing, 8 inches of

water. It has a rounded deck, a heavy lead

keel to keep it upright, and a mast and sail, and

a reel attached to the stern carries 1,500 feet of

of light manilla rope, which is paid out as the

buoy is carried away from the ship. Three

water tight, compartments ensure floating,

while giving space for ship's papers or any com-

munication. On being driven to land by the

wind the people on shore can easily secure the

buoy, and by means of the line a strong cable

can be stretched to the vessel in the usual way.

Taking up the old question of the effects of

nerve stimulants upon the capacity for work,

Armand Gautier has shown that when kola is

given to a horse fatigue seems to be lessened

and balf a mile or more is added to the distance

the saimal can travel per hour. It was further

proven, bowever, that the horse loses more

weight than the one that has received no stimu-

lant. This drug, like alcohol, can whip up the

tissues, but the artificially produced energy is

to shore by this buoy, saving many lives.

and with adrenalin, all showed marked thicken-

a jacket preventing escape of heat by radiation

the first model.

tropical lands.

harmless to meate, vegetables or liquids.

### NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FINE P. & O. S. N. Co.'s Steamer.

"DELTA,"
FROM BOMBAY, COLOMBO AND

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment/will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :-From London, &c., ex s.s. Victoria. From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within Goods not cleared by the 6th May, at 4 P.M.,

will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damagod packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT. Acting Superintendent. Hongkong, 29th April, 1908.

AMERICAN & MANOHURIAN LINE. NOTICE TO CON HIGHES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship "KALOMO"

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, and stored at Consigness, risk and expense.

Owing to the steamer having encounteredheavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned. All broken, chafed, and damaged Goods

are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th May. at 3 P.M. All claims must be presented within fifteen days of the Steamer's arrival here after which

date they cannot be recognized. No claims will be admitted after the Goods HIS BRITANNIC MAJESTY'S SHIP have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be conntersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 1st May, 1903. NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

### THE Company's Steamship

"PRINZ SIGISMUND," baving arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the husardons and/or extra hazardous Godowns of the Honga kong and Kowloon Wharf & Godown Company, Ltd., Kowloon whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M. All Claims must reach us before the 12th inst. or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the

NORDDEUTSCHER LLOYD, -MELCHERS & CO.,

Agents. Hongkong, 1st May, 1908.



### DOCKYARD MITSU ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK," A.1, A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length ... 722 feet, ... ... 2714 10 Length on Blocks Width of Entrance on Top ... 964 " Width of Entrance on Bottom... 881 Water on Blocks at Spring Tide 841 DOCK No. 1.

Extreme Length... ... ... Length on Blocks Width of Entrance on Top Width or Buttones on Bottom ... Water on Blocks at Spring Tide

DOCK No. 2. Extreme Length ... Length on Blocks Width of Entrance on Top ... 66 ... Width of Entrance on Bottom... Water on Blocks at Spring Tide PATENT SLIP.

Suitable for vessels up to 1,000 THE WORKS are well equipmed LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

WORK. A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.

specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice, 799

ON SALE.

DOUND VOLUMES of the HONGKONG On Sale at-WEEKLY PRESS, July to December 1907. With INDEX. Price \$7:50. On sale at the "Hondkong Daily Pruss"

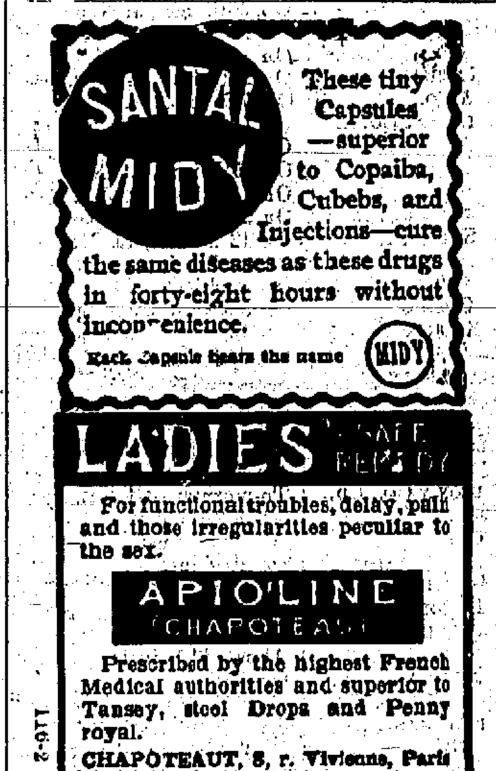
Hongkong 26th February 1907



THIS VAT WAS STARTED BY THE LATE ROSERT THORKS OF GREENOCK AND HAS SEEN SOLDAS Nº4 SINCE ISS

### SCOTCH WHISKY

HONG KONG, CHINA & MANILLA A. S. WATSON & CO.LTD. As Supplied to the House of Commons.



IN THE CHINA SQUADRON.

Alacrity, desputch-boat, 700 tons. 10 guns 3000 h.p., Comdr. C. T. Fuller, Shanghai Astraea, 2nd class cruiser 4360 tons, 10 guns, 7000 l.h.p., Captain F. E. C. Ryan, fourth of the price of an iron machanical loom, · Hongkong

Bedford, British cruiser, Capt. S. E. Erskine R.N., er route Shanghai Bramble, gunbort, 710 tons, 900 i.h.p. Lieut, Comdr. Hon. R. O. D. Bridgeman, Shai

Britomart, gunboat. 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Hongkong Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Shanghai

Clic. British sloop, 1070 tons, Comdr. C. D. S. Raikos, Shanghai Fame, torpedo-boat destroyer, 310 tons, guns, 570) h.p., Lieut-Comdr. Gresson,

Flora, 2nd class cruiser, 4360 tons, 10 gun 7000 i.b.p., Capt. Roland Nugent, Slang-Handy, torpede-boat destroyer 295 tons, 6gun

4000 h.p., Lieut. Comdr. W. H. Darwall, en route Shanghai Hart, torpedo-boat destroyer, 295 tons, 6 guns. | pressure of 15 pounds, which was made to drive 00 h.p., Lieut.-Comdr. G. C. Dickens,

Janus, torpedo-boat destroyer, 320 tons, 6 guns 3900 h.p., Lt.-Comdr. C. A. Freemantle, en route Shanghai

Kent, armoured, 9800, tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong King Alfred, British craiser, Fing ship of Vice Admiral the Hon. Sir H-dworth Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton Baker, Hongkong Kinsha, river gunboat, 616 tons, Lieut.-Comdr.

Sidney H. Lennyson, Yangtese Merlin, surveying ship, 1090, tons, 6 gans, 1400 i.b.p. Comdr. F. H. Walter, Hongkong Monmouth, cruiser, 9800 tons, Capt. G. W. Smith, Hongkong

Moorhen, river gunboat, 180 tons, 2 guns, Lient.-Comdr. C. C. Walcott, West River Nightingale, river gunboat, 85 tons, 240 b.p., Lieut.-Comdr. R. S. Roy, R.N., Shanghai Otter, torpedo hoat destroyer, 385 tons, 6 guns; 63 m i.h.p., Paid off

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. A. A. Mellin, Hongkong Sandpiper, river gunboat, 85 tons, 2 guns, 240 l.p., Lieut-Comdr. H. B. Tickell, West

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangtasa Taku, torpedo boat destroyer, Bosn. Strath,

Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong Teal, river gunboat 180 tons, 2 guns, Lieut, Comdr. H. R. Godfre , Yangisse Thistle, gunboat, 710 tons 900 h.p., Lieut. Comdr. H. T. Attlay, Shanghai

Virage, terpede-boat destroyer, 395 tons, 8 guns, 6,300 i.h.p., Lieut-Comdr. Stevenson Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lient.-Comdr. H. P. Donglas, Singspore Whiting, torpedo-boat destroyer, 360 tons, 5 gunz, 5,90 h.b., Lieut,-Comdr. J. Kiddle,

Hongkong Widgeon, guaboat 195, tons, 2 guns, 800 h.p. Lt-Comdr. John F. Knox, Yangtasa Woodcock, gunboat, 150 tons, 2 guns, 550 i Lieut-Comdr. H. B. V. Cottrell Dormer,

-Woodlark gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Condr. G. R. Livingstone, Yangtan

TIBITORS TO CANTON. Should purchase FROM HONGKONG TO CANTON. BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD (S.S. "FATPHAN" With Diustrations, Maps and Plaus Price ..... \$1.90

Hongkong: "DAILY PERSS" Office. Messre. Kulty & Waish. Meesrs. W. Brawns & Co. Canton: Messrs, A. S. WATSON & Co. Hongkong, 4th October, 1903.

COMPLETE BUT HERE

The peculiar "wal zing instinct" of estriches just described by a South African naturalist, is a sudden running off, which a whirling move-

at the expense of the living machine.

mont, first one way and then the other, and spreading and oscillation of the wings. The habit, an instluctive play in the young, is thought to be connected with escape from the TILLES TOWER WEAVING AT HOME -A NEW large carnivors. SOLAR BOILBROWN CAUSE OF ABTERY

### THE GRIFFIN.

"S. B." contributes the following amusing article to the Singapore Free Press, and some of the assertions may be applied to other places in the Far East besides Singapore :-He come out from home full of hope and red

blood corpuscies. His salary is not large but he thinks it so. He is at first very careful what he drinks, but it is astonishing how soon he learns to drink pari passes with the older ones. He has two great fallacies, to wit, firstly that survive in the body, in many cases, long after the disease has passed away. Referring to this can save money, secondly that he is going hustle the East and do just as much here as he was wont to do at home. This induces his first dose of fever and thus his lesson is begun. The febrile symptoms still being eliminated; plague bacilli have been pass away and he feels very very limp; tries present in the sputum seventy-six days after a long chair and short drinks. The former is wise; the latter foolish. In three mouths he finenza bacilli have been found in the has bought a horse and left off taking water in his gin. Two things worry him. The salt always slips from the side of his plate in the The discovery anggests new views of immunity, gravy and there are always ante in the sugar. The very first thing he did was to save enough adaptive change on the part of the parasite as to pay off his toilor at home. This makes him feel like a philanthropist. He now walks about with a looks the whole world in the face" expression. This disappears however when he finds that his account is slightly overdrawn and The qualities of seed used by planters may depend upon conditions not yet sufficiently conhe owes the godowns \$434.96. He decides to sidered. Late observations in Switzerland and economise and does so for a week. On Saturday. Austria have shown that plants grown from however, he has a little jount round town the seed of spruces of a high elevation, such as | and completely spails his average. He tries 6,000 feet, make much slower progress than again and the whole of his remaining wrifflahood is spant in trying to comomise and plants from seed of trees of lower elevation, miserably failing. Analysis of his blood at this like 2,000 feet. Other characters, such as the period discloses the fact that the red corpuscles weight of the seed, length of glowing period,

have decreased by 15 per cent. When he first came out he had an idea that and possibly tendency to disease, seem to varyhe was only going to remain here for about two venre and then return home and start as an East India merchant. He thought the East Pastilles for preserving edible lready in wanted discovering and he was the discoverer. It now begins to dawn upon him that the East discovered him and found him a bit behind the some aromatic preparation of carbon, and when times. Hodoes a good deal of reflection. This is what it leads to that whereas at home he had a living wage and a landlady in a tem-The process is cheap, handy, and perfectly perate climate, out here he has a living wage and a long chair in a hot one. He rather prefers the landlady, but, bless you! he'll never By reconstructing the old demestic hand

go back, Ah! Why? Listen! See him arrive at the godown in the morning in his buggy. See the servant rush for his things. See the derks flying about, and the cubicra america up. See him surrounded only in Saxony but in other localities where by Chinese millionaire merchants and talking to them like a father in bad Malay, "Mon woh of all he displays." See him at 1 p.m. Hiw he enjoys the wing of a scraggy fowl and a slongah. See him afterwards with a big cigar, width and 74 feet in height, weighs 4500 pounds, | at his desk, sleeves turned up, busy, sweating and b horse-hower is sufficient to run it. The and happy. Yes, poor but happy. In debt and admits it chearfully. More work than play but glories in it. Years of work in front of him before he will do any good, but who has'nt? lifting box. This household muchine is very He begins to take his little pleasures temperately quiet in operation, sells at \$50 or about one- and enjoy them all the more. He leavns how to live. He falls into a little groove. Each portion of the day has its little pleasure. and the cost of weaving in the early experiments He enjoye his morning bath, his "chota has been less than half of that with the factory hazri." his cigarette, the drive to town, his work, his evening stengeh, his dinner, long chair and magazine. He is b coming Eastern. He begins to smile at the rosiness and optimism of griffias. He will tell you he is a white slave, say he's not living -marsly vegetating. But this is pure bunkum. Congenial work, good friends—for the friends of the East are but in the simpler apparatus with which Frank like no others, loyal, big hearted, and true-a climate that is not half bad if you respect it some responsibility, and little drudgery, and the direct rays have been made to heat a buller last but by no means least an eye on the of blackened pipe-coils enclosed in a shallow taipan's chair. These are his assets and they

> are enough for most men. Happy, light hearted and for ever grumbling Griffia! Who would not exchange an office stool at home and an eternal row of fi cures that stretches out to the crack of doom for an existence such as his? Very few I trow. Most Griffing do something silly and immediately think the end of the world has come. But it has nt. This is called building up character. Many a Bleek taipan there is in the East whose foundstion was a "bad break," and whose bricks have been fashioned from bitter disappointments, Men cannot be really happy until they have tasted the Litter fruit of despair. Fortune is a fickle jade and the Griffin is her sport. Those who have grit are certain to win through. The rest are not required out here. And so the time wears on and 'he Griffin finds his groove. Optimism gives place to philosophy. Too much luck would have made him au nubearable prig. His failures have hardened him and made him more self-reliant. His first great lesson is that he must stand alone before the world. No one will help him if he dernt help bimself. When he is down everyone will kick him and "plack at his beard." Poor humanity! When she is on top the yapping dogs will put their tails between their legs and slink away. Thus he learns to have a little contempt for humanity, which is a good thing in mod ration. Slowly. as the months roll on the newness wears off. He gives up the idea of going home and setting and as an East India merchant. Somehow it does at seem fessible. He has become reconciled to the salt slipping off the side of his plate into the gravy and picks the ante out of his tea with the greatest equanimity. He is gaining confidence and thinks he is getting quite wise. He has passed some of the little shoals and eddies and rides in comparatively smooth water, Then he speculates in Shares and his Griffinhood is

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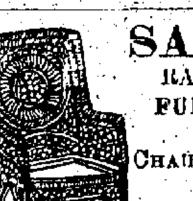
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for Canton - Mitsui Bussan Kaisha. Progress, German str., 4th May-Canton. Rubi, British str., 1,611, R. W. Almond, 4th May-Manila 2nd May, General-Shewan, Tomes & Co.

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DEPARTURES.

KING ALPRED, British cruiser, for Japan. CHOISING, German str., for Amoy. HONGKONG, French str, for Haiphong. HOPSANG, British str., for Moji. KWANGLEE, Chinese str., for Shanghai. \* MEEFOO, Chinese str., for Canton.

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5, from Bantjar, for Delagoa Bay. April 16. Dulch str. Molany, Klijo, March 3, from Rotterdam, for Batavia. Dutch str. Javo, Van Meenwen, April 16, from Batavie, for Amsterdam. April 18, British str. Zillah, Peart, April 16,

from Christmas Island, for Singapore. Dutch str. Tyrrhus Potjer, April 18, from Batavia, for Amsterdam. April 20, Dutch str. Salak, Engelsman, Mar. 4, from Lotterdam, for Batavia. April 21, British str. Cian Farqubar, from

Tjilat jap, for Samarang. April 22, German str. Flensburg, Hoorn, March 10, from Amsterdam, for Batavia. April 23. British str. Islander, Wright, Apr. 21, from Singapore, for Christmas Island.

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For further particulars, apply to F J. ABBOTT, Acting. Superintendent. Hongkong, 2nd May, 1908.

To ascertain the anchorage of any Vessels, the Harbour has been divided into E-ur Restions commen ing from Green Island. Vessels anchoring hearest Kowloon are marked 'k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those the Kowloon Wharf "k.w." together with the number denoting she section. nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those 4 From Naval Yard to East Point.

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Hongkong, 29th April, 1908

Queen's Building.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail to PORT SAID, MISSINA, NAPLES, LEGHORN vand GENOA, also VENICE and TRIESTE, all MEDITER. BANEAN, ADRIATIO, LEVANTINE and South American Ports up to Carlao. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, ALMERIA SUC ALICANTE. VALENZA. MATAGA.

THE Steamship

TO BE DESPATCHED

On 16th inst, at Noon.

On 12th inst., at 1 P.M.

On 13th inst., at D'light

Beginning of May.

About 25th inst.

About 31st inst.

On 16th inst.

On 7th inst.

On 14th inst.

To-morrow, at Noon.

About and of June.

On 7th inst, at P.M.

On 20th inst., at Noon.

On 12th inst., at 4 P.M.

On 26th inst., at 4 P.M.

On 11th June, at 5 P.M.

On 11th inst., at 4 P.M.

On 15th inst., at Noon.

On 21st inst., at 5 P.M.

On 28th inst., at Noon.

On 12th June, at Noon.

On 23rd inst., at 4 P.M.

On 8th inst, at D'light

On 13th inst., at Noon.

On 14th inst., at 4 P.M.

On 11th inst. at Noon.

On 7th inst., at Non.

To-morrow, at 4 P.M.

On 11th inst., P.M.

On 12th inst., at 10 A.M

On 27th inst., at Noon.

On 9th inst., at 4 P.M.

On 7th inst., at 9 A.M.

On 8th inst at 4 P.M.

On 10th inst., at 10 A.M

On 8th inst, at 10 A.M.

On 12th inst., at 9 A.M.

To-morrow, at 8 A.M.

On 8th inst., at 4 P.M.:

On 9th inst., at Noon.

On 15th inst., at 4 P.M.

On 16th inst., at Noon.

To-morrow, at 4 P.M.

On 9th inst, at 4 P.M.

Middle of May.

About 6th inst.

About 9th inst.

On 10th inst.

On 14th inst

On 15th inst.

About 14th inst.

Quick despatch.

Ouick despatch.

To-day, at 10 A.M.

On 11th inst.

On 24th Jane.

On 4th June.

Quick despatch.

On 27th inst, at D'light

About 6th inst.

About 15th inst.

About 10th inst.

On 7th inst.

On 24th inst.

On 5th June.

On 15th June.

About 5th inst.

Captain Pedone, will be despatched as above on TUESDAY, the 12th inst., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co...

Agents. Hongkong, 1st May, 1908. SERVICE STEAMSHIP REGULAR

WITH LIBERTY TO CALL MALABAB COAST). PEOROSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. B.S. "SATSUMA" ... 14th May. For Freight and further information, apply to

DODWELL & CO., LD., Agents: Hongkong, 30th April, 1918.

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP

HE Steamship · DENBIGHSHIRE," will be despatched for the above Ports on or about the 15th May, 1908.

For Freight or Passage, apply to-SHEWAN, TOMES & Co., Hongkong, 17th April, 1908.



GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). at SINGAPORE, PENANG COLOMBO. BOMBAY, KARACHI. ADEN, SUEZ and PORT-SAID. Taking Cargo at through rates to the BRAZILS,

to South Africa, Persian Gulf, Red SEA, BLACK SHA, LEVANT, VENICE and ADBIATIC POBTS.

THE Company's Steamship

Captain Petris, will be despatched as above on or about MONDAY, the 25th May. This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents, Princes' Buildings. Hongkong, 30th April, 1908

THE RUSSIAN VOLUNTEER FLEET. FOR ODESSA.

THE Steamship

"YORONEJ," will leave on or about the end of June. For Freight apply to, MELCHERS & CO., Agents.

-Hongkong, 21st April, 1908.

NATAL LINE OF STEAMERS

WHE Undersigned GENERAL AGENTS in China and Japan for the above Lin are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-CHINA STRAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight For Freight and for our particulars.

DODWELL & CO. DIMITED General Agents for China and Japar ... Hongkong, 4th August, 1898

Cutler, Palmer & Go.'s



BLEND

**ISIH** 

Butler, Palmer & Co., London.

SIEMSSEN & CO., HONGKONG.

For Further Particulars, apply to Hongkong, 27th April, 1908.

Hongkong, 5th May, 1908.

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

(THE JAPAN MAIL STEAMSHIP CO.)

	re in the Themsell 14(/X)
DESTINATIONS.	BAILING DATES 1000.
DESTINATIONS.	WED'DAY, 13th May
TANGETTER TONOON and CKAMARURA MALL	at Davlight
AMERICAN SINGA.   Capt. H. Pracer,	WED'DAY. 27th May,
ANTWERP, via SINGA. Capt. H. Freger, Tons 6761 (PORE. PENANG, HITACHI MARU, Tons 6761)	at Dayoht.
PORE. PENANO, Capt. FE. Cope, COLOMBO, and PORT SAID (Capt. FE. Cope, Tops. 7463 (	no DayBar.
VICTORIA. B.C. and TANGO MARU, Tons 7463	ruesday, 12th May,
VICTORIA. B.C. and TANGO MARU, Tons 1405   SEATTLE, WASH, via Capt. R. Swain SHANGHAI, MOJI, KOBE - AKI MARU VOKKAICHI. SHIMIDZU   Capt. M. Yagi, Tons 6444	at 4 P.M.
SEATTLE WALL KOBE - ATT MART	TUESDAY, 26th May,
SHANGHAI, MUDZII I AKI MARO	at 4 P.M.
YOKKAICHI, SHIMIDZU Capt. M. Yagi, Tons 6444 { and YOKOHAMA	
SYDNEY and MELBOURNE, (KUMANO MARU  Capt. M. 1ag.,  SYDNEY and MELBOURNE, (KUMANO MARU  Capt. N. Mathiesen, Tons 5076)	FRIDAY, 15th May,
SYDNEY and MELBUCKING Cant N. Mathiesen, Tons 5076	at Noon.
via MANILA, THURBDAY	FRIDAY, 12th June,
SYDNEY and MELBOURNE, (KUMANO MARU Capt. N. Mathiesen, Tons 5076) via MANILA, THURSDAY VISLAND, TOWNSVILLE (Capt. N. Mathiesen, Tons 5076) VAWATA MARU Capt. K. Homms, Tons 3817 HAKATA MARU Capt. T. Murai, Tons 6161	at Noon.
BRISBANE WARII	RIDAY, 8th
HARATA MALE	Man at Daylight.
KOBE and YOKOHAMA Cent. T. Murat. Tons Office	SIINDAY. 10th
ROBE and YOKOHAMA Capt. T. Murai, Tons 6161 Capt. T. Murai, Tons 6161 Capt. T. Yamawaki, Tons 4723 and COLOMBO CAPORE, († BOMBAY MARU	Max
BOMBAY VIE CITYOTT Capt. T. Yamawagi, Tone 4:20	TON DAY 11th
BOMBAY via SINGAPORE, Capt. T. Yamawaki, Tona 4723 and COLOMBO MANILA, SINGAPORE, DOMBAY MARU COLOMBO and LONDON Capt. A. Keith, Tona 4625	MINIONA V 18th May
COLOMBO and LUNDOIT TAKE YAWATA MARU	WED DAI, LOW
NAGASAKI, KOBB SHU Cant R. Homma, Tons 8817 (	at No II.
YOKOHAMA	ERIDEI, DE
SHANGHAI, MUJI and Tant B Kop. Tons 4097	( May.
MANILA, SINGAPORE, Capt. A. Keith, Tons 4625 COLOMBO and LONDON Capt. A. Keith, Tons 4625 NAGASAKI, KOBE and XAWATA MARU Capt. K. Homma, Tons 3817 Capt. K. Homma, Tons 3817 Capt. B. Kob, Kobe Kobe Tons 4097	
* Calling at Keelung.	
CRUIT R an Transport	

SINGAPORE, PENANG & CALCUTTA ......

BATAVIA, CHERIBON, SAMARANG, &c. ...

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN BAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER. 356

Dut. str. ...

ASIATIC CO., LD., EAST COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

ST. PETERSBURG & VLADIVOSTOCK. GOTHENBURG.

SAILINGS FROM HONGKONG. BUBJECT TO ALTERATION.

DATE OF SAILING. STRAMBRE "INDIEN" ..... Beg. of May. MARSEILLES & COPENHAGEN

CURONIA" ..... On 24th June. VLADIVOSTOCK ... T. MELCHERS & CO.,

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS. FOR: STEAMERS. LONDON and ANTWERP SAID and MARSEILLES ..... MOJI, KOBE and YOKO- CANDIA ...... About 7th Froight SHANGHAI and HANKOW ... CEYLON: About 9th Freight and Capt. G.W. Babot ..... About 9th Passage. BHANGHAI ...... DELHI..... Andrews, R.N.E. About 14th Freight and Passage. For further Particulars, apply to F J. ABBOTT, Acting Superintendent. Hongkong, 4th May, 19(8.

### CHINA NAVIGATION CO., LIMITED.

FOB	STEAMPIRS	TO SAIL.
CEBU and ILUILO	• "TEAN"	On 6th May, 8 A.M.
CERT and HOTLO	• "KAIFONG"	On 6th May, 4 P.M.
SOURABAYA and SAMARANG	"SHANTUNG"	On 7th May, 3 P.M.
AMOY and SHANGHAI	t "YUNNAN"	On 8th Мау, 4 р.м.
NINGPO and SHANGRAI	" FOOCHOW "	On 9th May, 4 P.M.
MANILA ZAMBOANGA,		
THURSDAY ISLAND,		
COOKTOWN, CAIRNS,		
	* t "CHINGTU"	O- 1145 May 4 9 84
SYDNEY: HOBART, LAUNCE (	* t Curward's	On thu may, wr.m.
STON, NEW ZEALAND,		
MELBOURNE ADELAIDE,		
and PERTH		
BOIHOW and HAIPHONG	* "SINGAN"	On 12th May, 9 A.M.
TSINGTAU. CHEFOO and Newcwhand	* "KWEIYANG"	On 14sh May, 4 P.M.
YOKOHAMA and KOBE	-"TSINAN"	-On-23rd-Мву <del>, 4 г.м.</del> -
MANILA STAMERS & TIENTSI	N STEAMERS have sun	erior Passangar anno
modation with Electric Light throughout	and Electric Fans in the	Staterooms and Dinning
Saloon.	The Little of the last of the	
ATISTRALIAN STEAMERS have or	marian neasummadation with	Wlastein Yight theire

out and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAI STEAMERS have good Salorn Passenger accommodation and take cargo on through Bills of Lading to all Yangts 20 and Northern China Ports, REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

For Freight or Passage, apply to-Hongkong, 5th May, 1908.

AUSTRALIAN PORTS. BUTTERFIELD & SWIRE. AGENTS.

### INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). STRAMBES MANILA "LOONGSANG" Friday, 8th May, 4 P.M. \* SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Saturday, 9th May, 3 P.M. \*†SH'HAI, YOKOHAMA, KOBE & MOJI "FOOKSANG" ... Wed'day, 27th May, Noon. RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yok hama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. \* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on Through Bills of Laling to Yangtsas Porte, Cheloo, Tientsin

and Newchwang. Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao. Usukan, Jesselton and Labuan, Telephone No.: 61

For Freight or Passage; apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 5th May, 1908.



### OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS

PROPOSED SAILINGS FROM HONGKONG-

AND FORMOSA.

SUBJECT TO ALTERATION.

THE CO.'S S.S.

• FOOCHOW VIA SWATOW ("SOSHU MARU" THURSDAY, 7th May, Capt. T. SURUGA at 9 A.M. ("DAIJIN MARU" SUNDAY, 10th May,

LEAVING

Thursday, 21st

May, at 5 P.M.

+ TAMSUI VIA SWATOW Capt. I. SAKURAI at 10. A.M. AND AMOY. + SHANGHAI VIA SWATOW, ["SHOSHU MARU" TUESDAY, 12th May, Capt. M. NEMOTO 3 at 10 A.M. AMOY AND FOOCHOW

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships, Unrivalled Table + Taking Cargo on through Bills of Lading to all Yangtese and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Becond Floor, No. 1, Queen's Buildings.

Hongkong, 5th May, 1908.

and AMOY

T. ARIMA, Manager,

### NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL

TO SAIL. NAPLES, GENOA, ALGIERS "YORCK" Wed'day. GIBRALTAR, SOUTHAMPTON, May, at Noon. Capt. J. RANDERMANN ANTWERP & BREMEN ... About Wed'day, "BUELOW" SHANGHAI, NAGASAKI, KOBE Capt. H. FERMES 6th May. & YOKOHAMA ... ... "BORNEO KUDAT & SANDAKAN .... Middle of May.

MANILA. NEWGUINEA, BRIS-BANE, SYDNEY & MELBOURNE...

Capt. F. SEMBILL "PRINZ SIGISMUND" Capt. D. LENZ.

For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & CO. GENERAL AGENTS, HONGKONG & CHINA.

### HAMBURG-AMERIKA HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,

Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAL, YOKOHAMA' & KOBE : S.S. SCANDIA ... 10th May

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 14th May

FOR SHANGTAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May

FOR ANTWERP & HAMBURG: S.S. LYDIA ... About loth May FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 24th May S.S. BRISGAVIA ........ 5th June. S.S. SCANDIA ... 15th June

FOR HAVRE & HAMBURG:

HOMEWARD.

S.S. SILESIA ... ... 7th May

COAST SERVICE. FOR CHINKIANG .... On 7th May, Noon.

For Further Particulars, apply to-HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 5th May, 1998

S.S. ITHAKA

### CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

•	PROPOSED BAILINGS. Tons	(Subject to Alteration). LEAVE HONGKONG	ARRIVE VANCOUVER
" GLENEARG" " EMPRESS OF " EMPRESS OF	JAPAN " 6,000 " 3,700 " CHINA " 6,000 " INDIA " 6,000 " 3,700 " JAPAN " 6,000 "	THURSDAY, 7th M. WEDNESDAY, 20th M. THURSDAY, 4th Ju. Saturday, 18th Ju. S. Turday, 4th Ju. S. Turday, 4th Ju.	ay 25th May lay 18th June ine 22nd June une 4th July ine 17th July uly 25th July
"MONTEAGLE"	" 6,163 "	SATURDAY, 11th Ju	ily 4th Aug.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 Noon. TIME Quickest route to CANADA, UNITED STATES and EUROPE, calling at

L SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, 1 OKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships. 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 291 days from HONGKONG. Hongkong to London, 1st Class ..........via St. Lawrence River Lines or New York 271.10

Intermediate on Steamers } and let Class Railways ... First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates. affording superior accommodation for that class. Passengers Booked through to all points and ABOUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments. For further information, Maps, Routes, Handbooks, Bater of Freight and Passage, apply to D. W. CRADDOCK, General Traffic gent for China, Corner Pedder Street and Prays opposite Blakeie

### CHARGEURS REUNIS. FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

### ALL ROUND THE WORLD LINE.

OUTWARD via Suzz :- Antwerp, Dunkirk, la Pollice, Marseilles, Genos, Naples, Colombo, Singapore, Hongkong, Chinwautao, (Peking Tientsin,) Kobe, Yokohama. GENOA to HONGKONG in 30 DAYS. NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC :- Viotoria (B.C.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC RAILWAY. Freight to Overland via Vancouver Passengers to Overland and Europe

YOR HAML to VANCOUVER 13 DAYS YUROHAMA to LONDON and PARIS 23 DAYS HOMEWARD via MAGELLAN STRAITS :-- Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

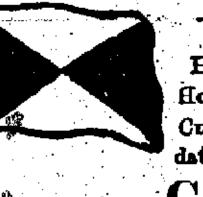
... ... 12th Oct. + AMIRAL MAGON ... 4th June = MALTE 1 AMIRAL EXELMANS 25th July E CEYLAN ... ... 11th Jan.09 OUESSANT ... 27th Aug.  $= \mathbf{CORSE}$ 1 No Passengers. † Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World. Tickets by these boats. For Further Particulars, apply to-

J. MILLET, AGENT, FRENCH MAIL OFFICE.

Hongkong, 1st May, 1908.

### HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

RUBI 2540 R. W. Almond. Manila On 9th May, N	ATI.	SAILING D			FOR	CAPTAIN	•	Tons.	жентр	STRAI
ZAFIRO 2540 R. Rodger Manila On 16th May,			1	. •				2540 2540	)	

Hongkong, 4th May, 1908.

HONGKONG-NEW



GENERAL MANAGERS.

GENERAL AGENTS.

SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST). S.S. LOWTHER CASILE ... ... ... On or about 31st May.

For freight and further information apply to SHEWAN TOMES & CO.,

Hongkong, 9th April, 1908

### THOS. COOK & SON ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC. TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES. FOREIGN MONEYS EXCHANGED.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Japan Office: 14, WATER STREET YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.

FOR MARSEILLES ROTTERDAM & HAMBURG SS: SUEVIA ... About 5th May AMARA, British str., 1,558, C. J. Mattock, 26th April-Swatow 25th April. General-Jardine, Matheson & Co.

Head Office for the Far East:—

16 DES VŒUX ROAD,

HONGKONG.

AMIRAL DE BROUMOND, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast-Wilks & Jacks. CARAVELTHS, French str., 1,971, Sedere, 29th April - Cardiff 17th March, Coal -

Messageries Maritimes. CHILDAR, Norwegian str., 1,102, H. Nielssen, 1st May-Bangkok 24th April, General--Butterfield & Swire.

May-Bangkok 23rd April, Rice-Butterfield & Swire. CHOYBANG, British str., 1,424, Sandback, 30th April-Shanghai April 26th, via Swatow

29th, General, Sheep and Goats-Jardine, Matheson & Co. DEN OF AIRLIE, British str., 2,271, Cumming, 10th April-Antwerp 10th February, and Singapore 4th April, General - Messageries

Maritimes. DEVAWONGSE, German str., 1,157, Rehwaldt, 29th April-Bangkok April 20th, and Swatow 28th, Rice and Timber—Butterfield

& Swire. DUNBIR, British str., 1,907, A. R. Lee, 28th Mousquet, destroyer, Lieut, Duchemin, Baie April-Meji 23rd April, Coal-Shewan, Tomes & Co.

EARL OF DOUGLAS, British str., 2,761, John Jameson, 2nd May-Port Kemble (N.S.W.) 11th April, Coal-Messageries Maritimes. EASTERN, British str., 2,272, W. G. Mc \rthur, 🐭 29th April—Australia via Sydney 8th Apr. General-Gibb, Livingston & Co.

EMPRESS OF JAPAN, British str., 3,03), H. Pybns, 6th April-Vancouver 18th March, and Shanghai 4th April, Mails and General -Canadian Pacific R vilway Co.

FOOCHOW, British str., 1,227, J. Davies, 2nd May-Chinking 28th April, General-Butterfield & Swire. HAIPHONG, French str., 500, Poinfiel, 2 ad April-Haiphong 18th April, Billast-

HAITAN, British str., 1,183, J. S. Rosch, 3rd May-Foochow 30th April, Amoy May ls . and Swatow 2nd, General - Douglas, Lapraik & Co. HEIM, Norwegian et r., 758, A. Ericksen, 1st

Wilks & Jacks.

May-Bangkok 23th April, Rice-Chinese. HIKOSAN MARU, Japanese str., 2 302, Matsuda, 2nd May-Moji 27th April, Coal-Mitsui Bussan Kaisha. INDIEN, Danish str., 3,612, H. P. Berg, 3rd

May-Moji 29 h April, General-Melchers ITHAKA, German str., 1,446, Eogeles, 28th April-Wuhn April 21st, and Chinkiang 23rd, General and Rice - Hamburg

Amerika Linie. KAIFONG, British str., 986, H. Mathias, 2nd May-Cebu April 26th, and Iloilo 28th, Sugar and Wood-Butterfield & Swire. KALGA., British str., 1,152, Lewis, 30th April

-Chetoo 25th April. General-Butterfield & Swire. Kashing, British str., 1,152, Pickard, 1st May -Dalny April 21th, and Chefoo 25th, General - Butterfield & Swire.

KIANGFING, Chinese str., 1,222, H. Udden, 2nd May-Chinkiang 27th April, General-LAURTES, British str., 1,340, Frampton, 30th

April - Saigou 26th April, Rice and Dry Fish-Chinese, MARCELLUS, German str., 3,435, A. Lohrengel.

25th April Moji 18th April, Coal-Ataka. MATHILDA KORNER, German str., 1,846, M. Dibberm, 21st April Hongay 18th April, Coal-Jardin. MATHILDE, German sfr, 831, A. P. Ulderup,

1st May-Haiphong, Pakhoi and Holhow 3"th April; General & Pigs-Jebsen & Co. MAUSANG, British str., 1,644, R. Hongbton, 29th April-Sandakan 23rd April, Timber | Cleveland, cruiser 3200 tons, Commander and General-Jardine, Matheson & Co. MEEFOO, Chinese str., 1.339, J. MacArthur, 3rd

May-Shanghai 30th April, General-MYRTLEDENE, British str., 1,60 , Maitland, 27th April-Hongay 24th April, Coal-Dodwell & Co.

NIPPUN MARU, Japanese str., 3,442, W. W. Greene, 2nd May - San Francisco 31st March, Mails and General-Toyo Kisen ONSANG, British str., 1,787, R. Cox. 30th April -Calcutta via Straits and Singapore 23rd

April, General-Jardine, Matheson & Co. PROGRESS, German str., 687. D. Struve, 29th April-Hongay-26th-April, Coal-Siemssen | Maryland, armoured cruiser, 12,680 tons, Capt. PROTEUS, Norwegian str., 1.0?7, C. Moller, 2nd May-Bangkok 23rd April, Rice-Aagaard

Thoreson & Co. QUINTA. German str., 987, Frahm, 2nd May-Tsintau 26th April, Coal-iemssen & Co., RAGNAR. German str., 1,220, Nielsen, 25th, April-Bangkok 18th Apr., Rice-Wallem

SHANTUNG, British str., 1,835, Scott, 2nd May-Hongay 28th April, Coal-Butterfield & Swire. TAIMOSAN MARU, Japanese str. 3,917, I. Fukui,

3rd May-Kuchinotzu 28th April, Coal-Mitani Bassan Kaisha. TANGO MARU, Japanesa str., 7 420, R. Swain, West Virginia, armoured cruiser, 18,680 tons, 3rd May-Japan and Shanghai 30th April.

Flour, Tank and Cotton Yarn-Nippon Yngen Kaisba. TEAN, British str., 1,346, A. W. Outerbridge, 1st May- Manila 29th April, General-Butterfield & Swire.

TIIMAHI, Dutch str., 2,476, J. Brouwers, 29th April—Batavia \* pr. 4th, & Mac esar 20th, General-Java-China-Japan Lijn. TUNGSHING British str., 1,178, W. Stalkin 25th April-Wuhu and Chinkiang 21st April. General-Jardine, Matheson & Co.

Typeus, British str., 4.800, D. P. Campbell, 2nd May-Shanghai-29th-April, General-Butterfield & Swire. VICTORIA, Swedish str., 989, J. A. Hellberg,

23rd April—Karatsu 17th April, Coal— Wallem & Co. YEDO MARU, Japanese str., 3,227, T. Hamada, 29th April - Moji 23rd April, Coal-Mitani Bussan Kaisha.

YUNNAN, British etr., 1.206, W. Owen Jones, 30th April-Chinkiang 26th Apr., General —Butterfield & Swire. ZILLAP, British str., 3,426, Pearth, 26th April -Xmas Island 17th April, Phosphates-

Miteri Buesan Kaisha.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Kaiser Franz Josef I, Austrian cruiser, 4,303 Linienschiffskapitaen Wilhelm Pacher Northern Waters

FRENCH. Allouette, river gunboat, Lieut, Millet, Cochin-Argus, gunboat, 123 tons,—guns, 500, h.p., Lieut, Jeannel, Canton Caronade, gunboat, Lieut. Kerchael, Saigon Décidée, gunboat 645 tons, 10 guns, 1,000 h.p.,

Lieut.-Comdr. L'Eost, Hongkong CHOWFA, German str., 1,055, G. Spiesen, 1st. D'Entrocasteaux, Franc's Cruiser, 8,000, Capt. Tracon, Shanghai Esturgeon, submarine, Saigon Henri Riviere, gunboat, Lieut. Portier,

Haiphong Jacquin, river gunboat, Lieut. Le Corolle Annam-Tonkin, reserve Javeline, destroyer, 330 tons 7 guns, 300 h.p. I ieut, Sagos-Duvauroux, Saigon Kerssint, gunboat 1250 tons, 6 guns, 2200 h.p.,

-Comdr. Simon, Saigon Lynx, submarine, Lieut. Armbruster, Sain-Monteslm, cruiser (Flagshie of Vice-Admiral Perrin, Commander in Chief), 9700 tons. 12 guns, 1 ,600 h.p., Capt. Martel

Olry, gunboat, Lieut Grellier, Yangtse Peiho, gunbeat, Lieut. Marchand, Tongku Porle submarine, Saigon.

Pistolet, destroyer, Lieut. de Reinach Worth, Baie d'Along Protée, submarine, Lieut. Glorieux, Saigon Rapier, destroyer, 339 tons, Lieut, Viucent de Brichignaoc, Saigon

Redoutable, battleship, (in reserve) 9347 tons Sguns, 6071 h.p., Rour Admiral Richard Sabre, destroyer, 330 tons, Lieut, Mallies, Styx, armoured gunboat, 1795 tons, 10 guns,

1700 h.p. Due, aigon. Surprise, gunboat, 629 tons, 2 gans, 900 h.p Lieut. Roque, Haiphong Takiang, gunboat, Yang szel Takou, destroyer, Com. Terquem Saigon,

Vanban, tor sede-depot (reserve), 6150 tons, 23 guns, 4560, h.p., Hongay. Vigilant, guuboat, 123 tone, 7 guns, 500 h.p., Lieut, Brugnon, Canton GERMAN. Arcons, cruiser, 2719 tons, Captain von Hippel.

Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 h.p., Kontre-Admiral Coorper. Iltis, gunboat, 1000 tone, 10 guns, 1300 h.p.,

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p. Captain Graf von Posadowsky-Wehner Leipzig, craiser, Captain Engel Luchs, gunboat 850 tone; 10 guns, 1344 h.p. Captain Bölken

Niobe, cruiser, Captain Lungamak Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Captain v. Koss Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p.

Captain Ross Vaterland, ganboat -tons, 3 guns, 500 h.p., Captain Toussaint Vorwaarte, gunboat, First Lieut Riechers

Vesuvio, cruisor, 2145 tons. Baron de Saint Pierre, Hongkong PORTUGUESE. Rio Lima, cruiser, 720, tons, 7 guns, Macao.

Barry, destroyer, 420 tons, Eas. David Lyons, Callao, gunboat, 243 tons, Lt. Guy Whitlook,

Chauncey, destroyer, 429 tons, Lt. Frank McCrary, Cavite Chattanooga, cruiser, 3200 tons, Commander R. C. Smith, Cavite

J. T. Newton, Cavite.

Colorado, armonred cruiser, 13,687 tons, Captain S. H. Stannton, Cruising Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai Dale, destroyer, 420 tons, Ens. G. V. Stewart

Nimits, Cavite Denver, cruiser, 3200 tons, Commander W. B. Ceperion, Shanghai Galveston, erniser, 3200 tons, Commander ...B. W. Hodges, Cavite Helena gunboat, 1392 tons, Commander R. M. Hughes, hangbai

Decatur, destroyer, 420 tons, Ens. C. W

C. Thomas, Cruising Molican, (station ship), Lieut. Commander M Monadnock, monitor, 4000 tons, Lt. Commander Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd,

Penusylvania, armoured cruiser, 13,680 tons, Capt. A. Ward, Cruising Quiros, ganboat, 350 tons, Lt. H. P. Perrill. /Yangtze

Rainbow, (Rear-Admiral Hemphill' flag ship), Comdr. E. E. Wright, whanghai Villalobos, gunboat, 370 tons, Lt. A. Andrwes, Yangtze

Capt. J. B. Milton, Cruising Wilmington, gunbost, Jommanding W. Bush, Hongkong AVID'CORSAR & SON'S MERCHANT NAVY

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### POST OFFICE NOTICE

The Asia, with the American mail is due to arrive at this port to-day, at moon. The Buelow, with the German mail of the 7th ultimo, left Singapore on Friday the 1st inst., at 11 a.m., and may be expected here to-day, about 3 p.m. The Mongolia, with the American mail is due to arrrive at this port on the 12th instant.

POR	PER	DATE
Swatow, Amoy and Foochow	Haitan	Tuesday, 5th, 9.00 A.M.
Most, 10kohama and Portland	Numantia	Tuesday, 5th, 11.00
Macao	Sus Tai	Tuesday, 5th, 1.15 P.M.
Saigon	Hikosan Maru	Tuesday, 5th, 2.00 P.M.
Bangkok	Tydeus	Tuesday, 5th, 2.00 P.M.
Bangkok	Heim	Tuesday, 5th, 3.00 P.M.
Manila	1ean	Tuesday, 5th, 5.00 P.M.
Pakhoi	Jacob Diederichsen	
Swatow and Bangkok	Devastongse	
Eingapore. Penang and Colombo	INOTE investment of the second	Wednesday, 6th, 9.00 A.P.
Saigon	Fausang	
	f	Wednesday, 6th,
		Printed Matter and Sam-
AUROPE, &c., INDIA VIA TUTICORIN		ples 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra		Registration 10.00 A.M.
Postage 10 cents)		(Registration, with late
(Letters posted in all the Pillar Boxes	-Porck	fee of 10 cents, up to
in time for the first clearance will be		10,45 A.M.)
included in this contract mail.)		Registration, Kowloo
FIGHTOR III this compress man,		В.О10.00 а.м.
		No late fee.
	[	Letters 11.00 A.M.
Macao	Sur Tai	Wednesday, 6th, J.15 P.M.
Cebu and Iloilo	Kaifong	Wednesday, 6th, 3.00 P.M.
Shanghal	Choysang	Wednesday, 6th, 3.00 P.M.
Rwatow, Singapore and Bangkok	Choufa	Wednesday, 6th, 5.00 P.F.
Bangkok	Childar	Thursday, 7th, 11.00 A.M.
Kobe and San Francisco	Clan Maomillan	Thursday, 7th, 11.00 A.v.
Macao	Sur Tai :	Thursday, 7th, 1.15 P.M.
Sourabaya and Samarang	Shantung,	1 hursday, 7th, 2.00 p.
		Thursday, 7th,
		Printed Matter, and Sam
		ріст 2.00 г.м.
BHARGHAI, NAGABARI, KOBB, YOKOHAMA)		Registration 2.00 P.M.
VICTORIA and VANCOUVER (B.C.)		(Registration, with late
(Supplementary mail on board up to the	Empress of Japan 3	fee of 10 cents, up to
and printer the profession of the second	V. C.	2.45 Р.м.)
Estra Postego Hitosala)		Registration, Kowloon
		B.O 2.00 P.M.
		No late fee
		Letters 3.00 P.
Swatow, Amoy and Foochow	Haimun	Friday, 8th, 9.00 A.M.
Macao	Sur Tai	Friday, 8th, 1.15 P.a.
Mania	_Loongeang	Friday, 8th, 3.00 P.
Amor and Shanghai.	Iunnan	Printy, Oth, Old P.M.
Amoy	1727/2006	Tilde, out, orders.
Manila	Rubi	Saturday, 9th, 10.00 A.M.
	1	Saturday, 9th,
		Printed Matter and Sam-
		ples10.00 A.M.
SHANGRAI, NAGASAKI, KOBE, YOKOHAMA,		Registratica 10.00 A.M.
HONOLULU and SAN FRANCISCO	[-]	(Registration, with late
Buptlementary mail on board up to the	Nippon Maru {	fee of 10 cents, up to
time fixed for departure of the mail.		10.45 A.M.)
Extra Postage 10-cents)		Registration, Kewloo
		В.О10.00 д.м.
TATION TO CONTROL SACRAGE CONTROL &		No late fee.
TATION TOURIST TALANCE AND ADDRESS AND ADD		
Tarin Trainfa s		Letters, 11.00 4.20.
	Sui Tai	Letters 11.00 A.M. Saturday, 9th, 1.15 P.M.
Macao	Kumsang	Letters 11.00 A.M. Saturday, 9th, 1.15 P.M. Saturday, 9th, 2.70 P.M.
Macao	Kumsang	Letters 11.00 A.M. Saturday, 9th, 1.15 P.M. Saturday, 9th, 2.40 P.M. Saturday, 9th, 3.00 P.M.
MacaoBingapore, Penang and Calcutta	Kumsang	Letters 11.00 A.M. Saturday, 9th, 1.15 P.M. Saturday, 9th, 2.40 P.M. Saturday, 9th, 3.00 P.M.
Macao	Kumsang	Letters 11.00 A.M. Saturday, 9th, 1.15 P.M. Saturday, 9th, 2.40 P.M. Saturday, 9th, 3.00 P.M.

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### & Hough, 2.30 p.m. VESHLS EXPECTED.

THE AMERICAN MAIL. The O. & O. str. Asia from Shanghai will be Business CIRCULARS. due at this port to-day at noon.

THE GERMAN MAIL.

The I.G.M. str. Buelow carrying the German Mails with dates from Berlin of the 7th ult., left Singapore on the 1st inst. at 11 a.m., and | STOREKEEPERS' PRICE LISTS. may be expected here to day p.m." MERCHANT STEAMERS.

The N.Y.K. str. Hakata Moru (European Line) left Singapore for this port on the 30th ult., and is expected here to-morrow. The N.G.I. str. Capri left Singapore for this port on the 30th ult., and may be expected here

on or about the 7th inst. The Ben Line str. Benarty from Antwerp and London, left Singapore on the 29th ult.

for this port. The str. Indrasamha from New York left Singapore for this port on the morning of the

The N.Y.K. str. Yawata Maru (Australian Line) left Thursday Island for this port via Manila on the 30th ult., and is expected here. on the 11th inst.

PAID UI. QUOTATIONS. COMPANY. Ps. 200 | Nominal. Alham bra Banks---\$692<sub>4</sub>, sales & b Hongkong & S'hai London £74. \$51, buyers National B. of China \$74, sellers Eell's Asbestos E. A.... 12s. 6d. China-Borneo Co...... \$6, buyers China Light & P. Co... China Provident ..... \$10 | \$8.90, buyors Cotton Mills-Ewo..... Tls. 50 Tls. 58. Hongkong ...... 810 \$101, buyers Leon Kung Mow ... Tls. 100 Tls. 75. 

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Hongkong, May 4th.

Dairy Farm 1)ocks and Wharves— \$50 | \$521, rellers H. & K. Woarf & G. \$50 \$103, buyers H. & W. Dock ...... \$64 | \$94, buyers New Amoy Dock ... Shanghai Dock..... Tls. 100 Tls. 82, buyers Shai & H. Wharf... Tls. 100 | Tls. 223. \$25 | \$13, sellers Fenwick & Co., Geo...

Green Island Cement. Hongkong & C. Gas. \$151, x.d. Hongkong Electric . \$96, sellers Hongkong Hotel Co., \$25 \$225, sellers Hongkong Ica Co..... H.K. Milling Co., Ld. Nominal. in liquidation ..... Hongkong Rope Co... Insurances— Canton ..... China Fire,..... 191, buyers

China Traders ..... \$-61, buyers \$31 , buyers Hongkong Fire..... Tis. 78, buyers North China..... \$7974, sellers Yangtere ......\$60 Land and Building— \_HongkongLandInv. -

Humphrey's Estate Kowloon Land & B. Shanghai Land..... Tja. \$50 \$49, sellers WestPointBuilding Mining---Charbonnages ..... Fcs. 250 | \$550, buyers \$81. buyers Raubs..... 18/10 \$10 | \$13. buyers Peak Tramways ..... \$10 | \$8, buyers Philippine Co. ....... Refineries -China Sugar .....

\$100 \$15. Luzon Sugar ....... Steamship Companies \$25 | \$16, cellers China and Manila... Douglas Steamship. \$15 | \$294, sellers H., Canton & M..... Indo-China S.N. Co. \$24. Shell Transport Co. \$10 | \$32, sellers Star Ferry..... \$5 \$19, sellers Do., New .....

\$23, buyers South China M. Post. \$5 \$6, sellers Steam Laundry Co. . Stores & Dispensaries 

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Patna Old

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GOLD LEAF, 100 fine, per tael ..... \$57.90

SUBSIDIABY COINS.

Malwa New ... ... \$980 per picul.

Patna New ... ... \$1195 per chest.

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15th-Heinam, Braemar, Bulow, Ceylon Maru,

Cardiga shire, Nijni Novgorod. 22nd-

Maria Valerie, Atholl, Palermo, Indrani, Kasama, Ormidale, 25th-Brasilia, Auchen-

crag, Manila, Namur, Hohenstaufen Moyune, Patroclus, Wakasa Maru 29th—Benglos,

Lougsor, Copack, Prinz Heinrich, Suruga.

May 2nd - Prinsess Alice, Tonkin, Awa Maru.

ARRIVAL AT HOME.

Carnarvonshire, Budo Maru, Meteor.

May lat -- Polynesien, Petronia.

April 11th - Scandia, Stentor, Teleus.

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On Calcutta.—		A CONTRACTOR OF THE PARTY OF TH
- Telegraphic Transfer1341	To Horgkong Height	Hongkong Watche
Bank, on demand134	Mean Time.	Mean Time, Reight.
ON SHANGHAL.	AP AN	
Bank, at sight	h, m. ft.in.	h, m. ft, ia.
Private, 30 days' sight 75%	Tues. 6 m 117 4 3	m 4 57 3 5
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ON SINGAPORE.—On demand 29 p.c.pm.	Thurs 7 m 4 23 6 0	9 11 a 1 8
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ON HAIPHONG.—On demand	Bat. B No inferior high	nor low water.
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Highest open air Temperature on 3rd ..... 76 Lowest open sir Temperature or 3rd .... 66

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HONGKONG TIDE TABLE. From May 5th to 11th, 1908.

HIGH WATER.			LOW WATER.		
Day of Weeks.	Day of Month.	Horgkong Mean Time.	Height	Hougkong Mean Time.	Reight.
Tues. Wed. Thurs	5 6 7	h, m. m 1 17 m 11 19 m 2 36 m 11 50 m 4 23	ft.in. 4 & 6 7 4 0 6 5 4 0 6 2	h, m. m + 57 7 8 a m 5 14 8 7 a m 5 29 9 17 a	ft, iu. 3 5 1 7 1 6 4 0 1 8
Fri.	8	No inferior i 20 a No inferior	high bigh	nor low 10 10 a nor low	water 1 B water.
Sun. Mon.	10 11	m 737 4 7 a m 729 5 28 a	5 6 6 4 5 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5	m 10 50 m 0 5	4 4 I 9

### HONGKONG METECROLOGICAL

Previous Day On Date at | On Date Weather .....

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